

ROTATING REAR MOTOR PEGS

An article by Steve Griebing published in the May/June 2006 issue of the Flying Aces Club Newsletter, Lin Reichel, Editor

A lot has been written about the advantages of freely rotating rear motor pegs, but not much has been said about how to keep them from coming out. I think I may have a simple solution, as follows:

Using a regular aluminum tubing rear peg, flare open one end of the tubing by wallowing a piece of piano wire of the same size as the inside diameter of the tubing.

On the opposite end, file shallow notches in the tubing about 1/16" from the end with a very small triangular file. (You can either file a groove all around, or simply file two notches across from each other). Make two very thin aluminum washers from thin aluminum obtained from a pastry tray (like Sara Lee). (Ed. Note: For a Miss Canada, you might want the aluminum to be a bit heavier). Make these by drilling holes the same diameter as your tubing and then punching out the washers with a 1/4" diameter paper punch.

Put one washer on each end of the tubing. Either buy or make a "Hair Pin Clip" to fit the grooved end of the tube. You can get commercial hair pin clips from Lowes hardware by searching out the Hillman Fasteners stuff in their special small hardware drawers.

I prefer to make my own clips 'cause I can use .015 music wire instead of the thicker stuff Hillman uses.

The washers keep the flared end from wedging into your rear peg support in the plane and the clip from scratching the tissue on the opposite side of the model. The whole device is very light and simple.

Kindest regards,
Steve Griebing

PFFT Editor's Note: Although this article assumes small scale models are used, the same technique can be just as useful for larger endurance models. We spend a lot of time trying to figure out how to make a bobbin to fit inside the fuselage. Why not instead, just let the darn motor peg itself rotate. You've got to have a loose fit in the fuselage, but Steve has solved that problem