

REAR BAYONET SLOT IN A BLAST TUBE

An article dug out from an ancient 1996 Scale Staffel
Newsletter, Tom Arnold Editor

*(Ed Note: The older boys all know this, but some of the newbies
may not be aware.)*

How many times has your winding tube aggravatingly crept
forward while you were winding?

Here's the cure: Drill two holes for your anchor peg about two to
three peg diameters from the aft ends of the winding tube. Slot
these holes out of the back of the tube.

Make and drill two more holes of the same diameter at points
about 45 degree clockwise when viewed from the rear from the
original holes (see sketch). Now cut, file and smooth connecting
slots between each pair of holes so that you have formed two L-
shaped slots coming in from the rear and twisting clockwise
(seen from behind).

The L-shaped slots permit you to insert the winding tube, push it
onto the rear rubber peg and rotate it 45 degrees to the right
clockwise from the front to lock it onto the anchor peg. *(Ed.
Note: This is important — if you have to rotate the tube to the
left, the friction of the motor while you're winding it will tend to
make the tube unlock)* Normal rotation of the rubber motor
during
winding will tend to keep the peg locked and prevent the
unwanted forward creep of the winding tube. After winding, you
twist the tube left (counter-clockwise) to disengage it before
pulling it out .

