PEAVEY ROTATING MOTOR PEG

by Mike Nassise

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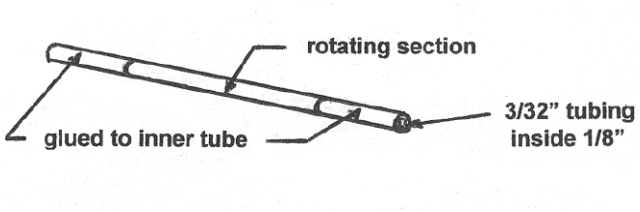
Clubster Larry Peavey demonstrated this clever device for me at the Stealth Squadron's Fall Meet in Amesbury, MA. It's based on Dave Stott's original work on rotating motor peg sleeves, an idea that's catching on with many top FAC modelers, especially those building and flying multi-engine airplanes. The biggest drawback to using Dave's "revolutionary" concept has been the difficulty of inserting the rotating sleeve into the model along with the motor. Larry's system eliminates this problem, but at the cost of a very slight weight increase in the tail end of the model. According to Larry, this is not a big deal when you consider the benefits gained. These are:

(1) Longer motors can be run in a given model leading to increased motor runs and lengthened flight times.

(2) Rubber knots much more evenly distributed fore and aft as a motor is wound and unwound.

(3) Reduced motor bunching at the rear peg along with a marked decrease in C.G. shift which maintains the glide.

Larry's rotating motor peg is easy to make and use. It basically consists of a small diameter aluminum tube inserted into another of slightly greater diameter. The peg is held fast within the fuselage (or engine nacelle) with a small rubber band. What could be simpler? Larry uses a 3/32" OD tube within one of 1/8″ OD. The 1/8" OD tube is cut into three sections. The two end sections are glued with cyano to the inner 3/32" OD tube. The middle section of the 1/8" OD tube is left free to rotate (lube with silicone grease). The diagram below illustrates the device. Larry says to measure twice and cut just once, and to be careful in applying the cyano.



Ed. Note: I have used this method and can confirm that it works and is easy to make.