

Rear Peg Retention

by Al Lawton

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Ever witnessed or experienced a model's rear peg migrating from one of the holes during windup, or worse, during flight? Ooh—that blue air! We've seen several solutions for this; internal foam stoppers is one. Another is to put grooves near both ends of an aluminum tube peg which accept snap rings. Can you imagine searching for a dropped snap ring in the weeds?-- Tougher to find than Osama bin Laden! A torn-up fuselage led me to what could be called "the blunderbuss fix". Remember those Pilgrim rifle barrels? An aluminum tube peg can be flared similarly by tapping one end with a finish nail point. Keeps that end from slipping out of the hole.

To accommodate various tube diameters, I have several sizes of nails with the tips smoothed out a bit to a better cone shape. A bench grinder works well for this but a file will do. A semi-hard surface seems to work best for bracing the other end while gently rapping in the flare. File the sharp edge a bit and it's done.

"Aha!" you say, "But that doesn't protect the other end from slipping, Dummy!" Right. The other end can be knurled or roughened with a razor blade. Then after motor installation, that end of the tube is slopped with a tad of Ambroid type glue. Acetone or dope thinner softens the glue for scrape-off when the tube has to be pulled. Works! (Ed. Note: 1/4" orthodontic rubber bands work well also and are easier to remove in the field.)