

The Crank Calls



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MEMBERSHIP \$25.00 US

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NEXT MEETING

**May 19, 2018 at
Museum of American Heritage
351 Homer Avenue in
Palo Alto, CA**

Doors open at 9:00 AM
Meeting starts at 10:00 AM

Upcoming Events

BAEM meetings 3rd Saturday of the month

- May 19, 2018 @ MoAH, Palo Alto
- June 16, 2018 @ GGLS, Tilden Park
- July 21, 2018 @ MoAH, Palo Alto

IMPORTANT NOTE!

The May 19, 2018 meeting will be at the Museum of American Heritage in Palo Alto. The address is 351 Homer Avenue in Palo Alto. Go to: moah.org for driving instructions and information on this fine facility.

MEETING NOTES

April 21, 2018
Bob Kradjian, Secretary

President Paul Denham called the meeting to order promptly at 10:00 am in the meeting room of the Golden Gate Live Steamers

VISITORS: Vladimir Kovalevsky of the Golden Gate Live Steamers and his friend, Matt Godfrey visited.

TREASURER'S REPORT: We are solvent and accepting dues for 2018.

Dues are \$25 a year. Starting with the calendar year.
Check payable to BAEM
Mail to:

Deirdre Denham
1937 Merchant St.
Crockett, CA 94525

Or bring dues to any Meeting.

CLUB BADGES: If you are a member in need a badge, contact Mike Rehmus (mrehmus@byvideo.com) who has offered to produce them.

EVENTS: Anthony Rhodes informed us that the Golden Gate Live Steamers is planning a Spring Meet on the second and third of June. In the past, our club has exhibited engines on the Sunday "Open House" date. We invite your participation, come any time after 9 am on Sunday, June 3. Even a couple of hours later would work well. We have been well received at several previous such meetings.

FIRST POPS: See Mike Phelan's report under Bits and Pieces. Joel Cohen had his excellent engine ready to run but had to duct outside to take part in the filming and we didn't have the pleasure of seeing it run. Next time, Joel!

BITS AND PIECES

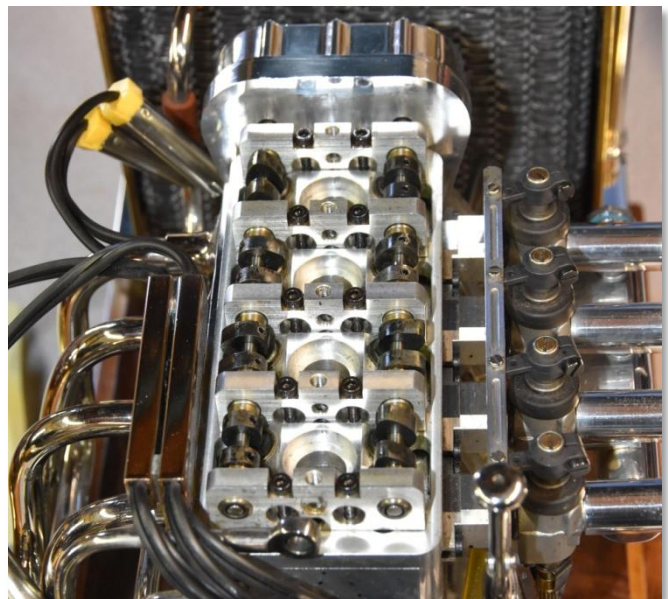
Mike Rehmus discussed the wiring of the Ford coils many of us are using. These are the “coil over plug” variety and are more than adequate in delivering a hot spark. Polarity marking Red is “plus”. Does it matter? Paul Denham says, “No, not for our modeling uses”.

Mike and Paul are working on remote digital read outs for the Chinese scale systems using WiFi and Bluetooth. When they finalize their rather complex efforts, another report will be forthcoming.



Bob Hettinger showed us the remarkable progress he is making on his seven-cylinder radial engine. He explained the unusual nature of the eight lobed camshaft and the intricacies of valve timing. Bob makes his piston rings without the use of heat-treating. The cylinder heads are threaded to the cylinder tops; the entire cylinder assembly will be later bolted to the crankcase after the threaded portion is completed. It has two oil pumps; one for scavenging, and the other for pressure. The issue of pressure for the carburetors was mentioned. Paul suggested a small DC motor driven pump as reliable and easy to fit. The option of using an elevated tank was also mentioned as a simple alternative. Paul

suggested the possibility of using the tiny pumps found in discarded blood pressure monitors.



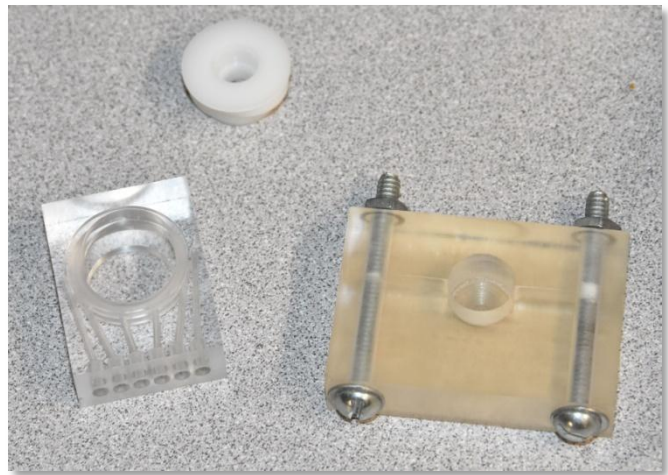
Your secretary showed the Schillings 16 valve in-line four. This was the only Schillings engine that was built exclusively using CNC. There are no castings in the engine. The extremely high price for the finished engine caused the production run to be a small one. In addition, it is a glow plug engine. The problems that use of glow fuel brings are several. Chiefly it invariably leads to some degree of corrosion and rust, despite careful after-run flushing. Another is the voluminous exhaust output that usually includes a troubling amount of raw fuel.



Mike Phelan brought in his newly finished Rowland Model "D" non-compressing engine. This engine is one of a series of unusual, even whimsical, engines produced by Nick Rowland of New Washington, Ohio. Tim Horn and Bob Kradjian have each purchased and run the Type "B" inverted vertical engines built by Nick. Mike's engine displayed here has a $\frac{3}{4}$ " bore and uses stainless steel balls for valves! The intake valve is $\frac{3}{16}$ " and the ball in the head is $\frac{1}{4}$ inch. A steel ball also serves as a wrist pin. Mike fired it up and ran it briefly. Mike also substituted a Hall effect ignition system instead of the growly buzz coil. Tim Horn on his Type "B" engine switched over to propane for a much better fuel system, replacing the vapor tank. For a good bit of information on Rowland's engines, proceed to You Tube and type in: "rowland56". You will be rewarded with a number of videos showing Nick's line of engines. Included are the Types A, B, D, E. The Type A is a flame licker.



Ray Fontaine encountered a difficult problem in machining a cylinder head for the quarter-scale Gade horizontal hit and miss kit from Morrison Models. The problem was how to hold the delicate casting. The tapered spigot was not satisfactory. He solved the issue by using casting resin obtained from Tap Plastic. He incorporated the small piece in a "pot" of the plastic easily machined to furnish a sturdy fixture to allow all machining operations in one operation. This allowed the valve work to be concentric.

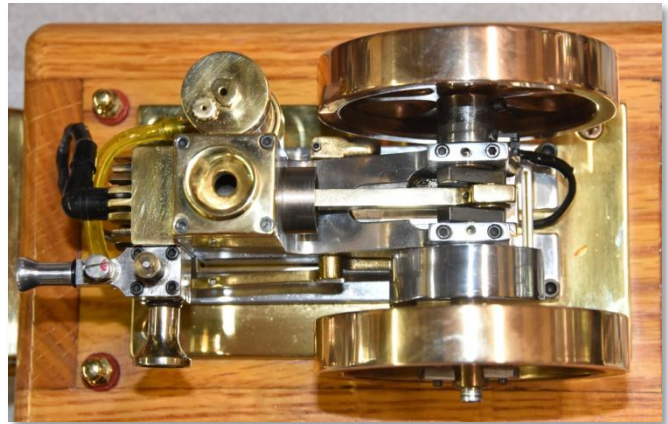
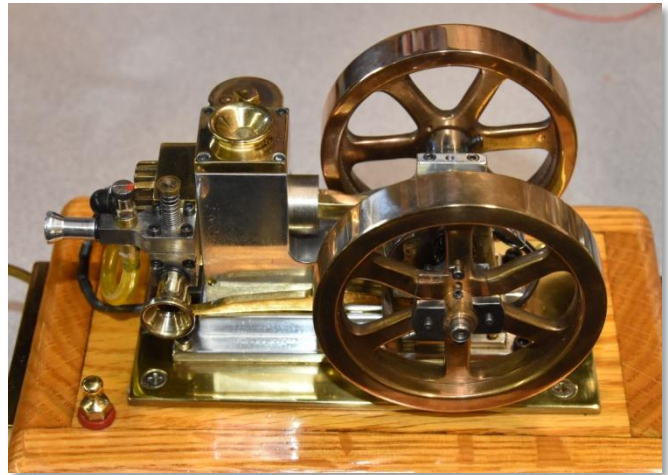


Peter Lawrence showed us his progress on the distributor cap for his Merlin. He wanted this in clear acrylic, and wondered if it could be cast. The answer was "Yes". However, he has decided to machine it in two pieces. He has now bolted the two pieces of acrylic together; when finally wired, he can permanently glue the pieces together.

The secretary gave a report on our dealings with the Fire Marshal.



Charlie Reiter gave an excellent primer on drill, cutter, and counter sink sharpening techniques. The necessity of adding relief in addition to only sharpening was stressed.



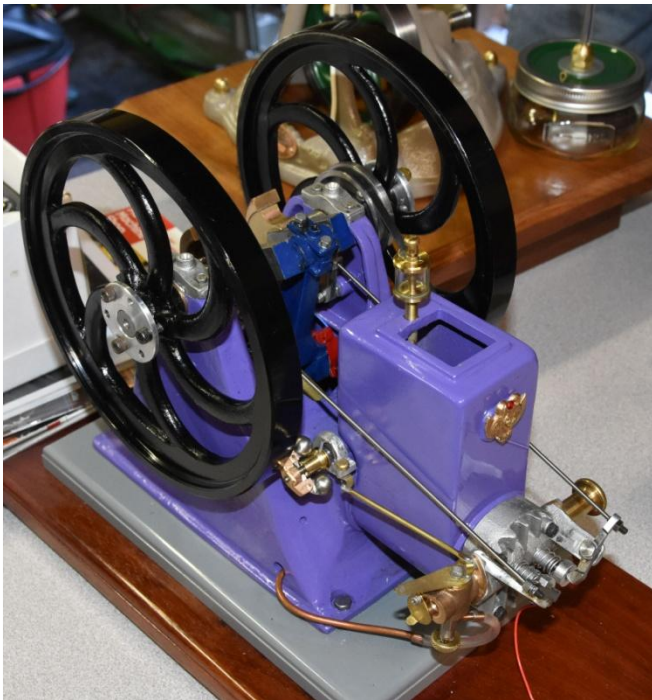
Your Secretary brought a highly modified Bob Shores design as pictured above.

Steve Hazelton played Michael Bouyer's video filmed at our last meeting. Mike's program was seen on "Greater Bay Area Talent Television" (GBATTV). We all agreed that Michael did a superb job in reporting our group and several of the engines. The video is not currently featured on GBATTV, but can be seen on the Model Engine Builder Face book site.

Here is the lengthy URL.

https://www.facebook.com/pg/Model-Engine-Builder-magazine-229244140439736/posts/?ref=page_internal

When you find the Face book site, scroll down about 20 of the larger screens to find the video.



Paul Denham showed his Atkinson for those who did not make the trips to Palo Alto. The nice counter balancing has turned this engine into a smooth runner.

We adjourned at 11:15 am.