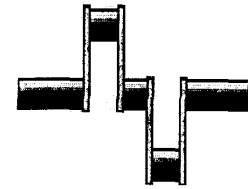


The Crank Calls



The Bay Area Engine Modelers Club, Branch 57 of EDGE&TA

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NOVEMBER 2000

**NEXT MEETING
NOVEMBER
AT 8 PM
AT
PAUL BENNETT'S SHOP
3385 ENTERPRISE
HAYWARD, CA**

Bob Kradjin was unable to attend the last meeting, so I stepped up once again. If you have any problems with how the newsletter turned out, you can give your constructive comments to me. My name is Karl van Dyk.

We started the meeting off by welcoming a guests; Alphonse Vassallo, Everett Good and Tom Faust. I think Alphonse likes us well enough to join.

On the first order of business. A update as to the health of our Editor Robert Allen; His arm is doing fine and we might be lucky to see him at the next meeting.

We had someone in the group as for help from some people at MicroTech some of their Engineers. If Systems. It seems that they are looking for someone to

THANK YOU...all members... for the get well card and the phone calls, it helps when you spend days and nights staring at the TV. I don't know if it's a fate worse than death, but it's a close second!!! I now have a 9mm titanium bar in my upper arm. The operation and recovery is not especially painful, but it takes a long time to get everything working again. Hope to make next meeting. Also you will notice we have a new editor, JIM PIAZZA. Jim has been offering to help for awhile and now seemed like a good time. He knows computers and is interested in doing this. What he needs is the type of cooperation I have received from Bob Kradjian, Scott Overstreet, Mike Rehmus, Lew throop, and others. All help and contributions are gratefully accepted. Bob Allen

teach machining to anyone who is interested ???

Since we are without Robert Allen to do the editing (it's a little difficult to feed paper and all of that stuff with one arm tied behind your back) so we asked for a volunteer to help with that part of it, and Jim Piazza stepped up to the task.

We need to mention that some of our members placed in the Prime; Ken Hurst 1st place for his Challenger.

Alphonse Vassallo took 1st for his square 4, Dario Mecchi 1st for his Coreless, and Robert Haagenson 1st for his 9 cylinder radial.

Badges, badges ? We have your badges. If you find you are without let us know, we have them at the front desk.

Dick Pretel is asking anyone interested in getting some small gauges contact him soon as he wants to place a order to get things going.

Dwight Giles brought in his Silver Bullet 2 cylinder. It's **VERY** heavy and was made by Bob Shore. Nice!

Alphonse brought in his flame licker that he made oh about 40 or so years ago. He says it is the strongest running engine and the most powerful that he has.

Scott Overstreet introduced Peter Lawrence (our resident jet engine expert), and he gave a eloquent presentation on his progress with the home built single stage jet engine. I had my back to the writing board but what I did see covered a lot of ground. I don't

think I saw anyone turning away to chat. He had everyone mesmerized. He described how he turned things on the lathe with a pretty neat trick for forming the radius.

After the discussion and the feedback from the group Peter gave fair warning about the sounds and the danger with these things. I volunteered to hold the fire extinguisher in case of any mishap. I did have on earphones (thanks Paul) and nothing bad happened. Just goes to show how well he builds.



Hi folks

Just a note to those planning on going to an engine show. Events like PRIME do not have insurance for us, but EDGE&TA do provide insurance. However, we must alert the national before the fact. If you are going to a show and will be

exhibiting an engine, please let me know the particulars. I can be reached at pdbrooks@pacbell.net, or 408-266-6148. I need to know a bit in advance, but at worst case, 3 business days before a show is the minimum.

This holds for any official show, whether EDGE&TA, Goodguys, or other.

Thanks,
Pete

Paul Knapp
P&W R-985

For Sale

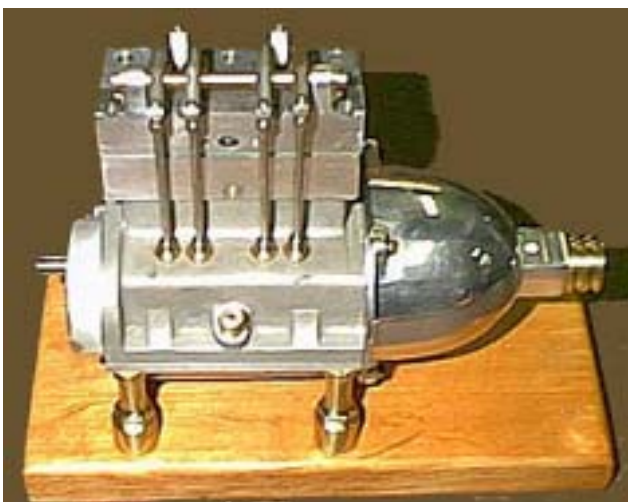
New Sony 30" MagnaScale

This unit has never been used.
.0002 resolution

See Jim Piazza at the next meeting or phone 408-446-4825. Email jpiazza@ix.netcom.com



Dwight Giles
Silver Bullet
Photos by Lew Throop



TECH TOPICS

BY
SCOTT OVERSTREET

Many thanks to Peter Lawrence for an especially excellent talk on jet engines in general and his model jet engines in particular. I learned a lot and apparently most of the audience did too - lots of excellent questions and an obvious high level of interest during the talk and an in depth question and answer discussion following Peter's running demonstration. I even received several favorable comments - one from a retired airline pilot/flight engineer who concluded, after hearing Peter's talk, that he hadn't correctly understood the internal workings of the engines he flew and operated for 27 years. How about that!

Our speaker for our November meeting will be Chris Leggo. He is going to take us back from the aerospace age (jet engines) to the very beginning of useful engines; the early industrial revolution period. Chris is going to talk about Thomas Newcomen's engine and its predecessors and then touch upon Watt's engine which followed. Operational details and actual performance of various early engines will be discussed and guess what (no pun intended), Chris may even draw a "PV" diagram or two to improve our understanding of how these engines worked, and that's not all. To top off his presentation, Chris will, for the first time in public, show and operate his model Newcomen engine. This colossal model engine (Chris says its about 3' high) has been in the "works" for years. I've seen some parts of it - I'm eager to see the whole engine together and running.

What's (no pun intended again) a Newcomen engine? - Well here are some clues. - It's a steam equivalent to Al's "flame licker" which he brought to our last meeting; it was the first engine in the world to use a piston in a cylinder, and it was invented, produced and first used in the same country as the only Allied jet engine powered aircraft to serve in WWII was developed, produced and used. Don't miss this one.

Scott



Photos by LewThroop



Report on PRIME 2000
Bob Kradjian, secretary

PRIME 2000 was a great success for the sponsors and for the BAEM contingent. We took home no less than FOUR first place awards! This has to be a club record. Here are the winners: First place in automotive to a deserving Ken Hurst for his sweet-running Challenger. First place in steam for Dario Mecchi's complex and well-made 1876 Corliss. First place in hot air/ Stirling for new member Alphonse Vassallo for his entirely original and well made four cylinder, cam-drive. Finally, Southern California member, Bob Haagensen with his Hodgson 9 cylinder radial which was awarded first place in Aviation.

BAEM has scored first place wins in various categories every year that PRIME has been held. Previous winners include Corl, Meyer, and Kradjian. It's just a matter of time until Dick Pretel and our latest member, Jim Moyer, bring home some bacon too.

Other members with fine engines were Dave Palmer with his Economy hit and miss; Dick Remington with a Ryder-Erikson and Aeromotor hot air fan; Bob Haagensen with his 270 Offy project, Challenger, and Jemma 7 cylinder; Steve Meyer with his exquisite Panther Pup; Patrick O'Connor with his scratch-built Bourke and a Stuart steam engine; Bill Nickels with his first engine--a "Little Kathy"; "Eugene Corl with his ambitious and complex one third scale V-8; Roger Butzen with a great running Wall four and an Anzani three cylinder; John Palmer with one third scale Rumley "Oil Pull" tractor and his ever-popular "J and E Jr." executive pencil sharpener; Roger Slocum with his state of the art camshafts; Kradjian with his collection of engines; and finally, Mike Rehmus everywhere, taking photos. We enjoyed chatting with our northern member Bob Washburn, but he is no longer the most northern as new member Jim Moyer lives a bit closer to Canada and new member Bill Chernoff (Mr Shooting Star digital display) *does* live in Canada. Did I leave anyone out?

We had two excellent evenings of dining (or was it dinning?), drink and good fun. Thanks to all who came and for those who didn't---make plans for next year!

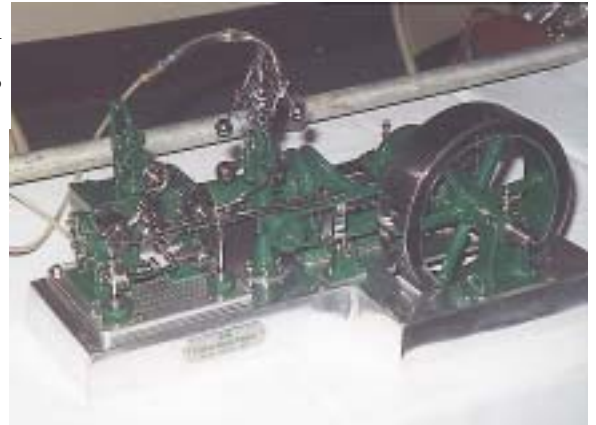


And the Winners are!



Ken Hurst
Challenger V-8

Dario Mecchi
Corliss

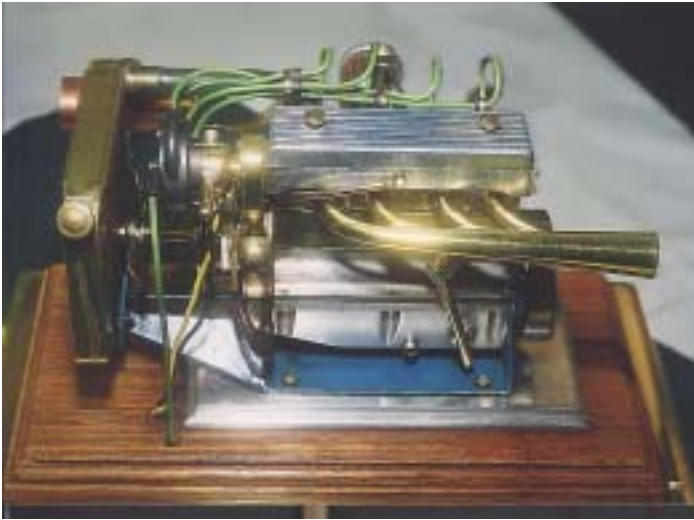


Bob Haagensen
Hodgson Radial

Alphonse Vassallo
Sterling



Photos by Ken Hurst
and Bill Nickels



Jim Moyer
4 cylinder .412 bore.



Ken Hurst
Wall 4



Eugene Corl
Chevy 350 bottom end



Bob Haagensen
1/4 scale 270 CI Offy
Ron Colonna plans



Photos by Ken Hurst,
Bob Kradjian

Rotary Engine



Dennis Fadden
14 cylinder Morton

Dick Pretel
V-8 Project



Photos by Ken Hurst, Lew Throop
and Bill Nickels