

Woodworkers Guild

of

Southwestern Michigan November 2012

Next Meeting

Nov. 13 2012 7:00pm

Location

**Al Collison's Shop at
10292 Douglas Ave.**

Take Douglas North to Cooper, it is 2 ½ miles North of Cooper, on the right (East) side. Or you can take 131 to D ave East to Douglas and turn left, (North). Al will have an orange cone and flashing light out to get your attention.

Program

The original program was to be at the WMU Engineering campus but due to a schedule conflict the meeting has been moved to Al Collison's shop. Gary Foote from the Woodcraft store in Grand Rapids agreed to step in and provide a program for the group. Gary's topic and demonstration will be centered around tools and techniques for sharpening. This should nicely complement the October meeting. Per guild request, items from Gary's store will be available for purchase after the meeting.

Al Collison had the privilege of conducting the October meeting as Bill Crown was unable to attend. We had approximately 25 members present with a couple of first time guests. Lee Klade shared with the group his \$12 Stanley #1 plane that he won on e-bay. In pristine condition and original box, this plane is worth \$2000 or more.

Elton Hiscock brought photos of his Hal Taylor rocking chair. Elton and Carroll Seats have been constructing chairs together over the summer months. We look forward to seeing Carroll's chair at a future meeting.

There was a discussion about the November meeting being held at the new WMU school of Engineering campus. To be featured was a tour of the Sunseeker solar powered car facility and a replica of the East Hill trolley that operated from 1908 -1948. Due to a conflict this event will have to be scheduled for another meeting night, possibly in December.

A reminder was made that toys for the Portage community center are due at the November meeting. The group moved downstairs to Al's workbench and the meeting was turned over to our feature presenter, Mike Belzowski. Mike returned to the guild to discuss prep and tuning of card scrapers, chisels and hand planes. As with previous meetings, Mike engaged the guild with a overwhelming wealth of information and technique demonstrations. The prep work followed a common path regardless of scraper, chisel or plane. And that path started with flattening key surfaces of the chisel and plane components and the sides of the scraper card. A flat surfaces is obtained by polishing on progressively finer media. Flattening starts with DMT brand diamond stones, 600 grit red followed by 1200 grit green. Flattening progresses over to Shapton brand ceramic stones up to 30,000 grit. Some tips include:

- The surface area of larger stones are desirable, buy as big as you can afford.
- Use the entire stone's surface to avoid overuse in a single spot.
- Water lubrication via a spray bottle is easy and less mess than oil.
- Keep stones flat by polishing them with 80G-150G sandpaper on a flat surface or use dedicated flattening stones. A flat reference surface may be a jointer bed or floated glass.
- Bahco brand scrapers come in a protective sleeve.
- Flatness can be checked by observing light passing under a straight edge that has been placed on the surface in question.
- Some DMT stones have dual grit surfaces, 600 one side, 1200 the other.

Scraper card tune up: After the card scraper is flattened on both sides, the edge is to be made square to the sides and then polished flat. Clamping the card in a vise and parallel to the floor, a file is used to establish a 90° edge. A single cut file is used as a double cut can leave an erratic edge. It also helps to skew the file while making the cuts. The edge is then polished in a similar manner to the flattening technique. Jigs are available or can be built from simple square blocks to help keep the edge flush and square to the polishing surface. Some scrapers come in a sleeve that helps protect the scraper. A quick burnish at a very slight angle along each side establishes a flat edge. A final burnish along the edge itself produces a razor sharp burr on both sides of the card. A light oil may help with the burnishing. Presence of metal shavings after burnishing is an indication the burr is too large and has broken off. Use less pressure to create a smaller burr.

Chisel tune up: Flatten back first by removing scratches. Sometimes the amount of metal to be removed does not justify complete removing a hollow spot. When using a powered grinding wheel to create a hollow grind, use one finger/thumb as a reference clamp on the chisel and a finger on other hand to keep a check on temper. Use a slow speed grinder with a 100-120 grit wheel. Hone the edge across the progressive grits. An inexpensive skate type honing jig gives repeatable results with little setup.

Plane tune up: Stanley made different quality levels of planes. "BEDROCK" was stamped on the high end planes. An eight step process was followed to tune up the plane.

1. Carefully disassemble, clean and prepare to flatten everything in the plane using a jointer bed or glass plate for the larger pieces.
2. Automotive valve grinding paste used to polish frog to plane interface. Also flatten top of frog.

3. Check chip breaker for straight flat fit against blade.
4. Flatten face of the iron to sit flat on frog with the chip breaker installed.
5. Flatten back of the iron.
6. At a minimum, remove the corners of the iron, better yet, use progressively less pressure from the outer iron edges toward the center, to form a slight chamfer on the iron.
7. Remove burr from back of iron.
8. Assemble and use Flitz polish or paraffin wax on the plane bottom.

The guild would like to thank Mike Belzowski for another engaging and informative presentation.



Above: Lee Klade's severely neglected #1 Stanley plane.



Right: Elton Hiscock's version of a Hal Taylor rocker.

Below: Toys to be given to the Portage Community Center. If you are building toys don't forget to bring them to the November meeting.



Guild Officers

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Woodworkers Guild of S.W. Michigan

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Directions

*New Hwy 6 E. off 131 to
M-37, N. to 28th St., Right
on 28th, One mile from
M-37 North*

*Just East of Paris Ave.
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