

Dick Trouth, President
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Barry Humphus, Editor, George Kuffel
Gary Rock, Jeff Cormier, Chuck Middleton

Mentoring Program - If you have a project, a problem in any woodworking area, these members have volunteered to help. Give them a call. Jeff Cormier: 582-3278; George Kuffel: 478-2707; John Marcon: 478-0646; Chuck Middleton: 625-3134; Gary Rock: 433-1679; Eltee Thibodeaux: 436-1997; Dick Trouth: 583-2683. Each have years of experience and knowledge.

July Meeting Highlights

Jeff and Mary Cormeir were our hosts this month at their shop in Iowa. It's always great to go there so thanks Mary and Jeff. Thanks to Mary again for the biscuit sauges.

J.W. Anderson did our safety discussion this month and talked a bit about problems with heat, specifically heat exhaustion and heat stoke.

Heat exhaustion is a condition where people work or play in a hot, humid place and body fluids are lost through sweating, causing dehydration and overheating of the body. The person's temperature may be elevated, but not above 104 F. As a couple of people noted, it can take several days if not a few weeks to recover.

Heat stroke, also referred to as heatstroke or sun stroke, is a life-threatening medical condition. The person's cooling system, which is controlled by the brain, stops working and the internal body temperature rises to the point at which brain damage or damage to other internal organs may result (temperature may reach 105 F or greater). Heat stroke can not only leave you permantly brain damaged but can kill (as many as 800 people a year die in the U.S. each year).

The symptoms are slightly different between exhaustion and stroke. With heat exhaustion, you are typically pale with cool moist skin, sweating profusly, muscle cramps or pain and may feel faint or dizzy and have nausea. Get to a cool place as soon as possible, drinks lots of water (not Gator Aid). The problem is a not a matter of the lack of electrolytes (which is what Gator Aid restores) but dehydration - a lack of fluid. Heat stroke though will result in unconscious or a markedly abnormal mental status (dizziness, con-

fusion, hallucinations, or coma). high core temperature (105F or greater and flush hot skin with little seating.

The only way to work in high heat and humidity conditions is to become adapted to it over a period of time, drink plenty of water, wear protective clothing and take frequent breaks.

For SHow and Tell, Pie Sonnier brought a Austin-Westen Super 100 Grader Maintainer - the second one he has built and this one with incredible articulation.. J.W. brought us another nice plant stand of with a sycamore top and cypress legs.

Ray Kebodeaux built a fine Ron Hock design bench plane of ironwood and walnut. and Mr. Thobodeaux showed off a wonder 'gear' clock plus several military plcks for four services. Bill Levy has been doing some intarsia and this on in an Indian motif.

Several years ago Jeff Cormier built a series of changing tables that incorporated a great idea. Eventually, you won't have to change the baby and so he made them such that they could be converted to a china cabinet - a very clever idea indeed. Irvin Monroe brought us an interesting baseball cap rack.

Don Elfert showed off one of Uncle Johns boat plans and Sandy Kramer did some scroll work in a fish motif. Gary Rock had a wonderful bowl of mimosa with leather trim as well as a mushroom box of elm.



Former LCWW president Bubba Cheramie showed up at the meeting and it was great to see hime after such a long absence. J.W. Anderson won the S&T drawing and Dick Trouth made a clarification on Bring It Back - the date the item was made is no longer a criteria.

Barry Humphus just got back from a business/vacation trip to Berlin and saw some really wonderful carvings, particularly on doors. Speaking of carving . . .

Comming Up . . . Saturday, August 13, 2011 at 9:00 A.M at the carving studio of John Marcon.



Bench Plane Restoration

There are times when you find, or are given, an old plane that you'd like to put back into use. How the plane was stored will directly affect the condition and magnitude of work required to ultimately use it as it was intended.

If the plane was stored in a damp environment, without proper precautions, then it is likely to have rust on much of the body and blade. In other words, most anywhere in Southwest Louisiana. If you find a plane that is very rusty, then try to weigh the importance or uniqueness of the plane. If it is either important or unique, then go forward with the restoration and work that goes along with that. On the other hand, it is an every day type of ubiquitous plane, don't bother. While the techniques and processes for restoration are valuable to possess and practice, ultimately a person's time is worth something as well, and the decision must be made how much time to spend on a basic plane.

But if you decided to go forward, start with the sole of the plane. If the sole is rusty, too, then use some 220 grit sand paper on a known flat surface. This flat surface could be a thick plate of glass or one of your shop surfaces (table saw top, for example). When flattening a sole, put all the pieces together as if you are ready to plane wood, then back the blade up so there is no way it will make contact with the sand paper. This keeps the plane body with normal stress, so if there is any flexing, it will be the same as during use. After making a few passes over the sand paper, check the sole to see the progress. All of the shiny areas are the portions that touched the sand paper. I will continue with this until the complete sole is shiny. You can use one of the SandFlex hand blocks to remove rust from the remaining external areas of the body. There are three different grits available, and it just depends on how much rust is present as to which grit level is appropriate. Before moving on, spray some Camellia Oil or ATF onto a rag and wipe a light film over the areas completed.

Once you get the external body rust under control, remove the lever cap, blade/chip breaker, tote and knob. Next remove the screws holding the frog in place. Now the plane body is completely bare, Check to make sure the area where the frog sits is in good condition. It should be flat and make good contact with the frog. If there is any old grunge, clean it up and again apply a light layer of oil and re-install the frog.

Next take apart the blade and chip breaker. Usually the blade is what requires the most work to restore, but the chip breaker can have problems, too. If the blade is rusty, use sand paper on a flat surface to work it back to shiny

steel on the back of the blade. The bevel section of the blade is best worked while it is in a blade holder, so the correct base angle is established. (Lie-Nielsen's blade holders are great for this). Begin with a base angle of 25 degrees on your blades. Depending on the shape of the bevel, and what angle it presently has, use 80 grit to completely re-establish the bevel. If the bevel is in decent shape and is already 25 degrees, you might choose to use 180 or even 220. Follow this with sharpening at 1000 and then 8000 grit at a 30 degree micro bevel. Once the work is complete on both the back and the bevel, apply a light layer of oil. Put the chip breaker back onto the blade. Check to make sure the chip breaker has no gaps between it and the blade. If it does, it will likely allow shavings to gather and prevent the plane from working properly. If there is a gap, we can either modify the front edge of the chip breaker or look for a replacement. Many of the new chip breakers are more substantial and do a better job. Still, restoring the original is an option. If you decide to work on the original, make sure material removed is from the inside edge. The important section is the outer most edge, so that the chip breaker compresses and there are no gaps when it is tightened.

The next part is optional, and is primarily cosmetic. This includes cleaning the other interior surfaces of the plane body and the tote and knob. Much of this can be cleaned with regular surface cleaners, assuming their original surface has not been compromised with rust onset. Once clean, just reinstall the tote and knob, making sure they are snug, but don't tighten to the point of damage.

The remainder of the restoration is setup. Put the blade/chip breaker on the frog with the lever cap. (I set my lever cap so it holds the blade while working, but still allows me to adjust the blade without releasing) Make sure the blade fits through the mouth of the plane, when the blade is advanced. If the blade makes contact with the mouth, and won't come through, remove the cap, blade/breaker and move the frog rearward (that is unless you have a plane where the frog's to/fro adjustment can occur while the blade is in place). Tighten down the frog and try again. Once you have the frog set so the blade is through the sole and the opening is appropriate for the shavings, then it's just a matter of fine-tuning the settings to set the plane for operation.

Keep in mind that this is a how-to relating to bench planes. There can be slight differences in restoration for other types of planes.

I always enjoy seeing an older plane still working like they were intended. Good luck with your restoration. Barry Humphus.

Jointer Biscuit Size

The three common biscuit sizes are 0, 10, and 20. You can find these almost anywhere, from home centers to specialty stores. While biscuits are a great joinery solution, they do have a few limitations. One is the length of the slot required to use a biscuit. Even the smallest biscuit, the 0, requires a slot that's too long to use on the end grain of a 1-1/2" wide face frame rail.

This problem is solved by the fairly new FF biscuits. They're round, instead of football shaped, and require a different cutter (of course). Biscuit joiners typically use a 5" diameter cutting blade (at least my old Makita). Some machines, like the Porter Cable 557, allow you to swap to a smaller diameter blade and use the FF biscuits. If your machine doesn't allow the change to a smaller blade, you can't use the FF biscuits.

When choosing what biscuit to use, go with the largest biscuit that will work for your application. Barry Humphus.

Abrasive Planer

You should reach for your hand abrasive planer whenever your need is to flush up hardwood edging for a veneered surface, sand a table top, or flatten figured wood. It never leaves tear-out like a iron plane and it never creates dips and divots like your power sanders can. You can also use it to joint the edges of veneer to create an invisible seam.



It's easy to make.

Start with a block of well-seasoned maple or other hardwood. Make sure the block is flat and the edges are square. To make the handle, traced the finger grip from your hand saw and then used a plane handle as a guide to shape the handle back where it connects to the maple block and the knob grip in front. Size your sander for 4x24 belts. Just rip a belt in half at the seam and use a couple of pine blocks to fasten the belt to either end of the block. Edited from WGoA.

Three Blades You Can Use

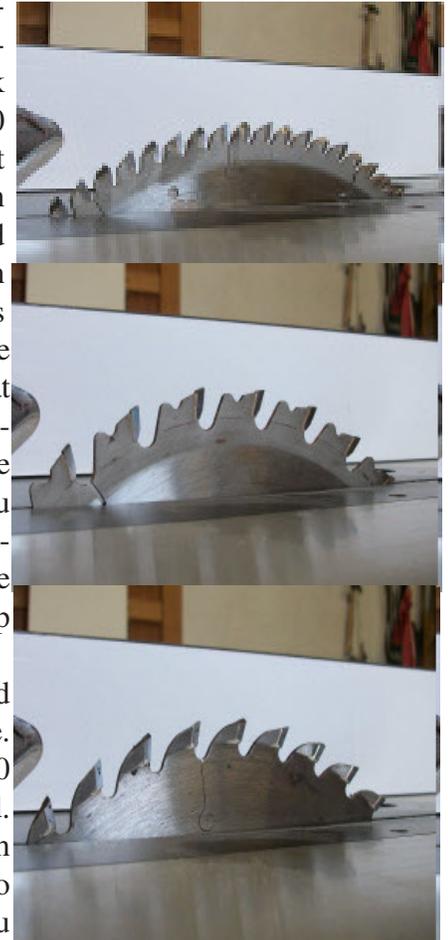
One of the coolest table saws I ever saw was an Oliver (and I mean old). It belonged to a dear friend who lived in Apple Pie Ridge Georgia - one Tom Bellhouse. Turning the crank on the front of the machine rotated one blade out of the way under the table and brought up another one. What an easy way to change blades...no wrench was required. Tom turned to glass making instead of woodworking.

For the rest of us, changing blades means grabbing a wrench and making a swap. But you need to know which blade to put on, depending on what you're planning to do. There's no shortage when it comes to types of blades you can install on your table saw. But you can narrow your search down to three very useful blades.

First, consider a crosscut/sheet stock blade with a high tooth count and alternate top bevel tooth pattern. On 10" blades look for a tooth count of 60-80 teeth. Use this blade to get very high quality cuts on the end grain of soft and hard woods, along with smooth and chip-free cuts on man-made materials like plywood. Remember that neither man-made materials nor end grain should be run across a jointer, so you want to get the best possible cut quality right off the blade. The alternate top bevel gets that cut quality.

Next, you should own a dedicated rip blade. These typically have 24-40 teeth and a flat top grind. A rip blade will hog through solid woods like there's no tomorrow. "But hey," you say, "if the cut quality on those 60-80 tooth blades is so good, why not use that one for ripping, too?" Have a look at the gullets, that is, the valleys between the teeth. Ripping blades need big gullets to carry away the large chips that ripping produces. If you try to rip with a crosscut blade you'll most likely overheat and ruin the blade. This is very bad for the blade and you waste money buying new ones. Yes, you can cross cut and cut sheet goods with a rip blade, but you probably won't be happy with the cut quality (or lack thereof).

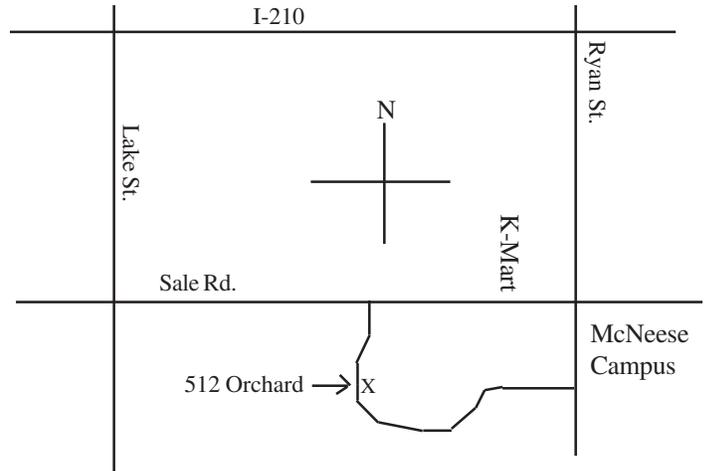
Finally, a combo blade that will do both crosscutting and ripping. These 40-tooth alternate top bevel blades have become very popular, and do a nice job. If you want to hang one blade on your saw, and leave it on there, this is the blade of choice. Yes I have one of each in my shop for my table saw and so should you. Barry Humphus.



August Meeting Location

John Marcon is a carver of wood and mostly does pieces with a religious theme though he also does other beautiful items. About the only power tool John has in his carving studio is a couple of bench grinders for sharpening. If you have not been there before, you'll love the custom carving bench.

To get there from the intersection of Lake Street and Sale Road, go East toward McNeese State University and turn right onto Orchard. Follow Orchard around the curve to 512 Orchard - on your left. See the map to the right and if you need further information, give the Marcon's a call at 478-0646.



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