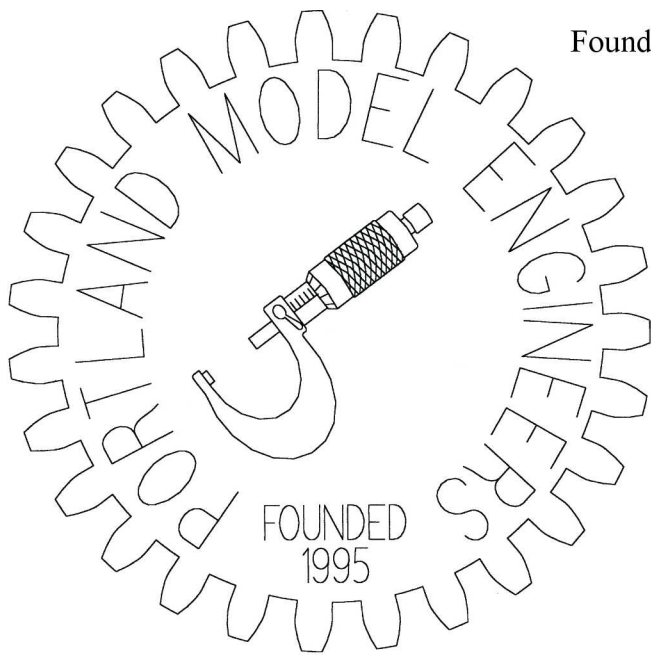


<http://www.portlandmodelengineers.org>



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FOR THE BEGINNER # 25

Wes Ramsey

Methods for Applying Cutting Fluids

A simple method of applying cutting fluid is with a pump oilcan. One trouble I have with this is when it gets warm in the shop the oil expands and runs out the spout making a mess all over the bench. I also use a small brush in an open can. Be careful with this, the brush doesn't work well if you let it get pulled into the cutter. I have been putting this under the spout of the pump can and it now drops into the brush can. Don't use a glass container unless you like cleaning up glass with the oil when you knock it over and break it, and you will.

Most of your commercial and/or larger machines have a pump system to get the coolant to the cutting area. These are designed by the manufacturer and usually work well. Some of the smaller machines some of us have don't come with built in cooling systems on them, my cutoff band saw, drill press and mill just to name some. I picked up a spray system with a magnetic base on it and move it around to different machines. I use a "Cool Mist" mixture in it as it says it won't hurt you. Right. I try not to breathe it and wear a mask which keeps most of it away from me. This mist system works pretty well as I have tried working without it and then put it on the cut and there is a large difference. The only drawback I have with this is the mess it makes. If I have the mist on pretty wet, it drips all over the machine and the floor if I don't have a pan to catch it. My wife suggested putting a towel down to soak it up. So, what does she know about these shop things? Darn, it worked. Not only did it contain the mist drip, but caught most of the chips so I only have to let it dry then shake it out and start again. (That cost me a dinner out.) Beats crawling all over the floor trying to sweep it up then hitting my head on the what ever gets in the way.

So there you have it, that's the way I do it. You can think up other ways to cool your cutting tools. It really does make the tool cut better and last longer.

Report from January Meeting

As has been the case for several months now, the January meeting was held at Grant Carson's shop. Attendance was good with a number of interesting models and gadgets on display. A big thank you goes to Grant for providing an excellent location. He has also graciously agreed to host the February meeting Saturday, February 11th at 1:00pm. Directions and a map are provided on the next page.

As always, bring a project to show, regardless of it's state of completion. Get some free advice from some of the best machinists around and maybe spark some fresh ideas. Hope to see you there!

Joint Model Engineering Picnic Announced

Larry Galvin, from the Mid-Valley Model Engineering group, has reserved Avery Park in Corvallis for Sunday Jun 11th from 1 - 5pm. He is planning a Texas-style Bar-B-Q and his recent vacation trip there gave him an opportunity to hone his cooking skills.

It is shaping up to be a great chance to meet like-minded folks, show off some projects and swap stories. Complete details and directions will be included in a future newsletter as we get closer to the event date.

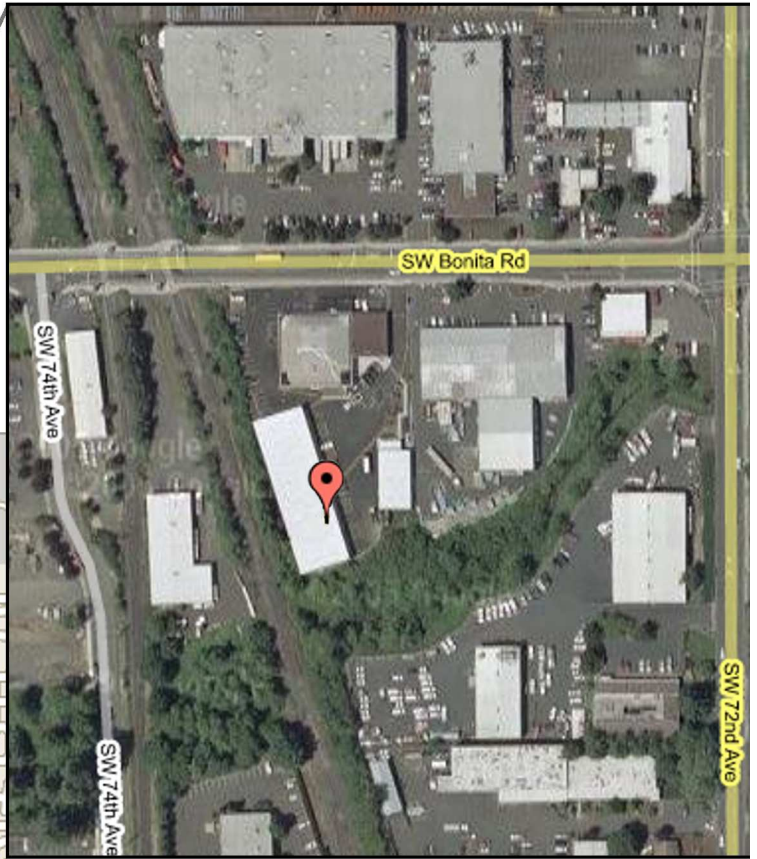
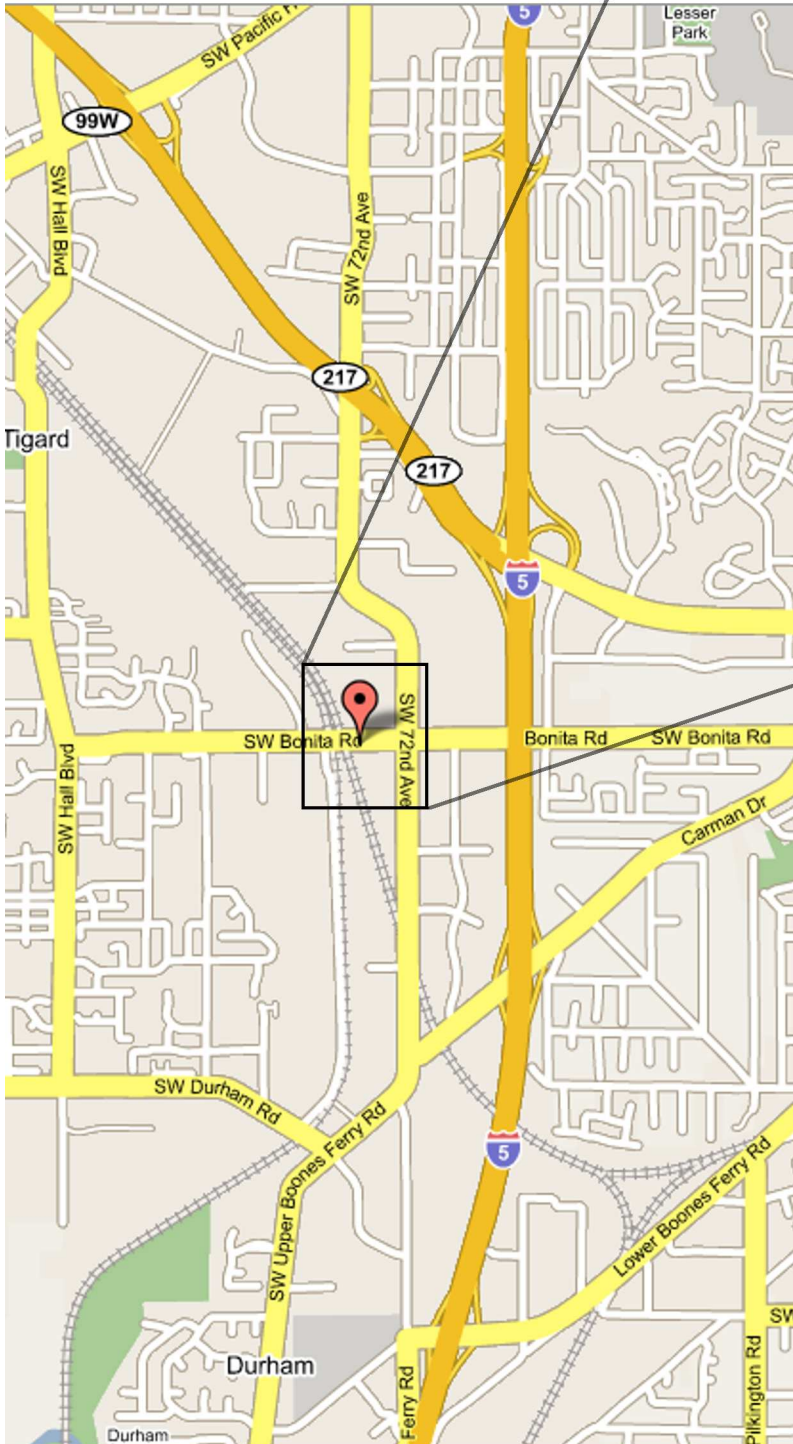
Membership Renewal Notice

Roughly half of our members have renewed for 2006 and half have not. So if your newsletter's address label still shows 2005, please find Carl Petterson, who is our membership coordinator, during the next meeting and renew it for 2006.

A & G PRODUCTS

Saturday, February 11th, 2006, 1:00 pm.

A & G Products
7360 SW Bonita Road, Unit C
Tigard, OR 97224



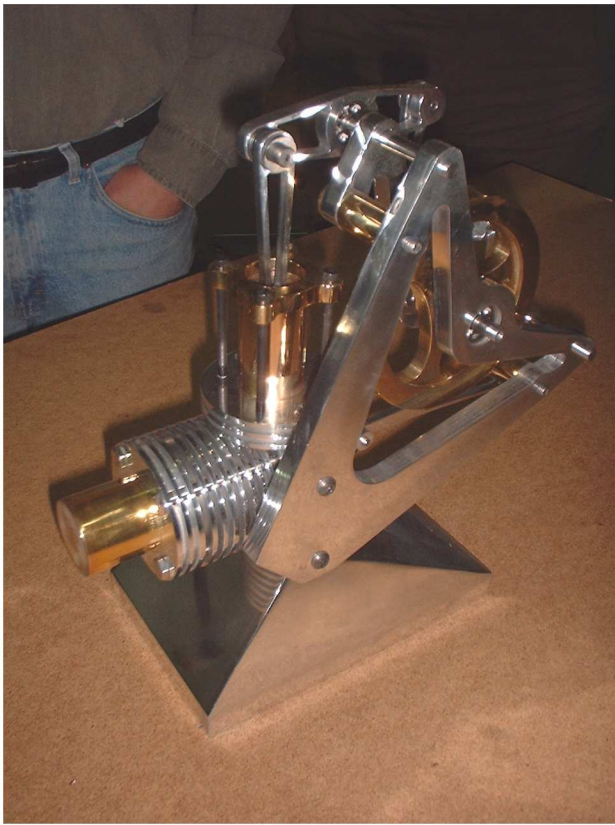
Directions to Grant's

From I-5:

Use exit 292 to Hwy 217, go north about 1/4 mile toward Beaverton to SW 72nd exit. Turn left onto SW 72nd Ave, go about 3/4 mile to Bonita Road, turn right. A & G will be on your left.

From Hwy 99 (Pacific Ave):

Turn south onto SW 72nd Ave, proceed about 1-1/2 miles to Bonita Road, turn right. A & G will be on your left.

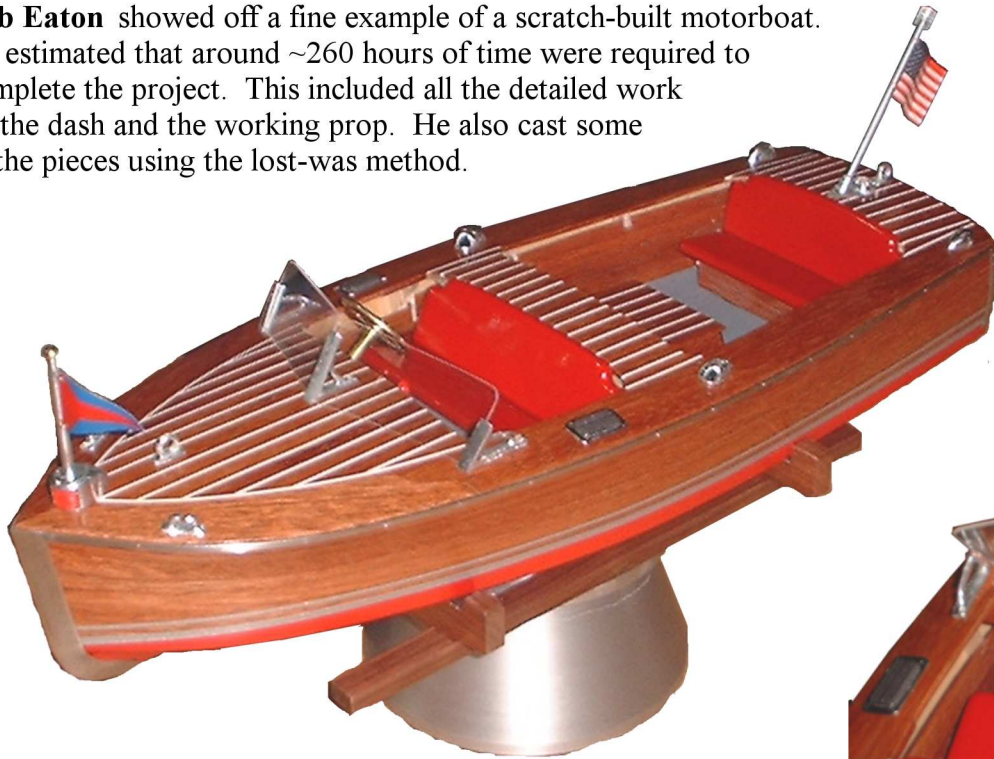


This stirling engine (above) demonstrated by **Terry Koss**. It is related to several models which are also built each year by his high school students for a design contest. The polishing took longer to finish than actually building the engine. Still, there is something delightful about gleaming metal.

Mel Farrington brought a set of patterns and castings for a vertical steam locomotive derived from a series of articles by Hasluck which have been reprinted by Lindsay Books. The wheel was finished using hand filing as was common during that period.

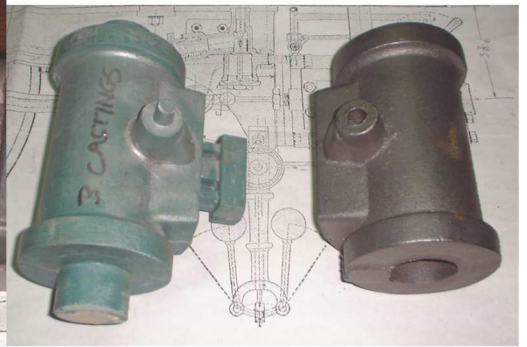
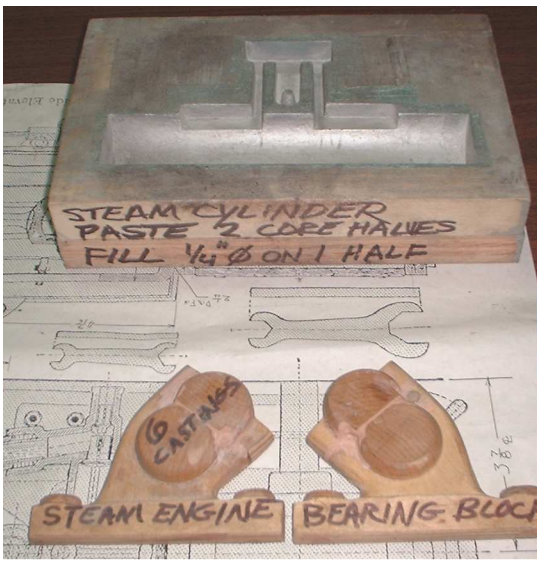


Bob Eaton showed off a fine example of a scratch-built motorboat. He estimated that around ~260 hours of time were required to complete the project. This included all the detailed work on the dash and the working prop. He also cast some of the pieces using the lost-wax method.



And finally, after much work, we have the fruits of **Bud Statton's** much anticipated anchor project. These are shown in various stages of completion from raw castings to the finished product. He also brought in a pattern for a train plaque.





Al Pohlpetter is making excellent progress on his steam engine. It is also one of the models which appears in a Lindsay Books reprint.



Brian Healey brought some of his bell handles. He explained the procedure he worked out and programmed into his CNC mill. He can crank these out in about 2-1/2 mins. per part. They are then chrome plated.

Jim Pfaltzgraff presented a match plate that will be used to cast parts for restoring Merkle motorcycles. One of the pictures he brought showed a early 20th century rider.

