



MICHIGAN WOODWORKER

michiganwoodworkersguild.com



Michigan Woodworkers' Guild (est. 1981) August 2022 Vol. 43 No. 8

When / Where:

SUNDAY, AUGUST 14, 2022

(Swap meet Starts: 12:00 PM, Eats at 1:00 PM)

Annual MWG Picnic, VFW Park, Royal Oak, MI

2022 Annual MWG Picnic:

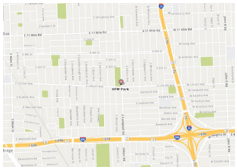
Michigan Woodworker's Guild Aug 2022 Picnic And Swap

Picnic / Swap Meet Open To All Members And Guests

Coordinated by: Bill Gayde, Bill Rigstad

SWAP MEET STARTS: 12:00 PM

EATS AT 1:00 PM



IN-PERSON PICNIC AT:
Royal Oak VFW Park
(798 South Campbell Road
Royal Oak, MI 48067)

August:

Annual MWG Picnic- Aug. 14th, 2022

Where: Royal Oak VFW Park

Bring a dish to pass, Guild to supply chicken, pop, water, horseshoes

Swap meet starts at 12:00 PM (Noon)

September:

Our 2:00 PM **September 11th** In-Person meeting will feature various **Jigs & Fixtures** developed by many MWG members. Contact **Jerry Romito** to showcase your Jig or Fixture

October:

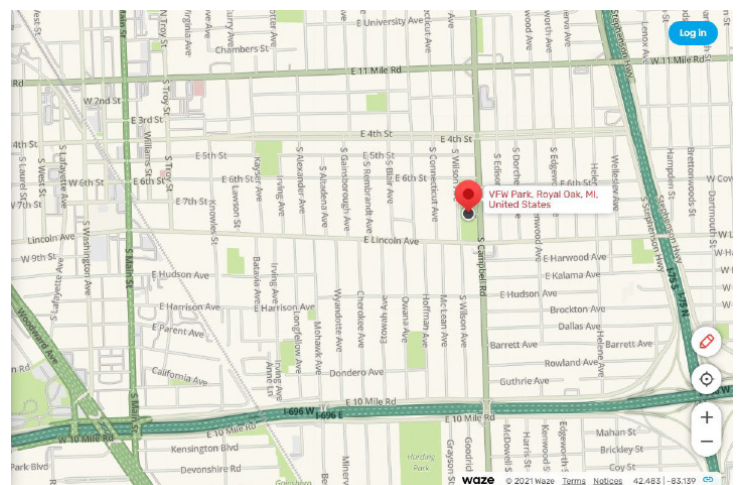
Ed Stuckey will demonstrate construction of his **Early American Period Ladies' Table** at our **2:00 PM October 9th** meeting.



It's a **PICNIC**

August 14th

Come celebrate the summer at our annual MWG Picnic and Swap Meet. Bring your **"Not used in a Month of Sundays"** tools or **"That Special project wood which you never got around to making and is now just taking up space"** to our Swap Meet. Help them find a New Home
Swap Meet starts at noon (12:00 PM)



WAZE Map to VFW Park
(See page 11 for enlargement)



President's Corner

By Jerry Romito



July 2022

Since this is our usual slow summer period for MWG, I thought I would tell you about an interesting day that I recently spent with **MITES**. For those who aren't familiar with it, **MITES** (Michigan Industrial & Technology Education Society) is a volunteer education organization that promotes students' skills and abilities that are taught in grades 6-12 industrial technology classes. In May, **MITES** held its 94th annual Professional Development Conference and Student Competition in Lansing, and they sent out a call for volunteers to judge the student competition. You might remember that I forwarded that call (which MWG member Bill Gayde had originally sent to me) to our MWG members. Since I had never done this before, I hesitated at first, but then accepted the challenge, as did member Steve Vaerten. I learned that many other MWG members had judged at the regional and state level before, but this was the first time for me.

There were probably 40-50 volunteer judges on hand to cover the thousands of student projects entered into one of 14 industrial arts divisions. I was one of the dozen or so judges that chose woodworking, which appeared to be the largest division. This division was divided into 17 classifications, based on the type of wood project, which were each further divided by grade level. To qualify for submission to the state competition, each project had to have placed in the top four for its category in its respective regional competition. So right from the start these were all quality projects, to be sure. Our judging criteria were craftsmanship, degree of difficulty, and optional project documentation.

This being my first **MITES** experience, I was stunned at the overall high quality of the projects, regardless of grade. While many of the higher grade

projects looked professional, even some 7th grade projects were worthy of attention. As judges we worked in teams of 3-4 people and soon developed a rhythm in selecting the top three finishers in each category; sometimes having 10 entries per category. Often it was heartbreaking to have to leave a great project out of the top three. Since each project displayed the name of the student, school, and shop teacher, it became quickly evident that certain shop teachers played a large role in the development of their students.

I was filled with envy looking at these projects and found myself wishing that I had started woodworking at a much younger age. But that ship has sailed, as they say, so the next best thing is to do what we can ourselves, and also to encourage young people to get into the hobby. **MITES** appears to be making a strong effort into that encouragement. By the way, our guild, with the encouragement of member Bill Gayde, has been donating \$500 a year to **MITES** as a "Bronze Friend".

Take a look at these pictures to get an idea of the scope of the projects.



2022 MITES State Project



2022 MITES State Project

In the future I will try to draw MWG closer to **MITES** in the hopes of attracting more young members to the guild.

Jerry Romito
MWG President



MEETING REVIEW



By Dale Ausherman

MWG Meeting Review
Visit to Selfridge Military Air Museum
12 June 2022



Selfridge Military Air Museum Logo

While I consider myself an amateur aviation buff, having lived near Detroit for nearly 50 years, and worked 40 of those years in the defense industry performing research on sensors intended for deployment on military vehicles and aircraft, I did not realize that the Selfridge Air National Guard Base (ANGB) hosted a unique top-notch military aircraft museum. As my family always tells me, "Wake up and smell the roses Dad!" And while I did know from my reading about the Wright Brothers that the base was named for Thomas Selfridge, the first military fatality from powered flight, little did I know of the important role played by the Selfridge base in the development of military aviation for the defense of our country over Selfridge's 90 years of existence.

Thomas Selfridge was a young Army first lieutenant and participant in the Army's early aviation program. He was a liaison to the Wright Brothers in exploring Army purchase of a military version of the **Wright Flyer**. He was a passenger on a demonstration flight piloted by Orville Wright at Fort Myer near

Washington D.C. on 17 September 1908 when the plane experienced a mechanical failure and crashed. Selfridge died of his injuries about three hours later, and Orville spent the next seven months in a hospital. Earlier in May of that year Selfridge was also the first U.S. military officer to pilot a "modern" aircraft when he flew solo in the Aerial Experiment Association's (AEA) newest aircraft, "White Wing." The AEA, founded in 1907 by Alexander Graham Bell and his wife, Mabel Hubbard Bell, was an organization that gathered together a group of young aviators and designers for the purpose of developing heavier-than-air flying machines.

Henry Bourn Joy was already a successful businessman when he arranged a group of investors to buy the Packard Brother's Ohio Motor Company and move it to Detroit in 1902. Under Joy's leadership the company prospered, with Joy becoming President in 1909 and Chairman of the Board in 1916. Packard gained a reputation for technology and luxury, while Joy steered Packard into innovative motor truck developments, and the creation of a V-12 engine. Joy began investigating airplane engines with Packard



Bi-Plane Over Selfridge

engineers, a research program that culminated in the renowned Liberty Motor, with major applications to aircraft, automobile, tank and watercraft up through WWII. Joy's interest in aviation led the company to continue developing aircraft for use in World War I combat in Europe. Packard acquired a large tract of land on Lake St. Clair as a place to test the airplanes with the Liberty engines. The air field was at first named Joy Aviation Field and was leased by the



Full Size Reproduction SPAD XIII Fighter

government to assist with manufacturing and testing aircraft. After World War I aviation development continued and the government acquired the field in 1921, renaming it Selfridge Air Base.

Between WWI and WWII Selfridge became the home of the 1st Pursuit Group, currently the oldest combat group in the Air Force. Many notable names are included in the group's roster including George H. Brett, James "Jimmy" Doolittle, Carl A. Spaatz, Curtis LeMay, Frank O. Hunter, Emmett "Rosie" O'Donnell, Earle E. Partridge, Paul Wurtsmith and over 100 men who rose to the rank of Air Force General. This is why Selfridge was once known as the "Home of Generals." Lieutenant LeMay was fined \$50 for flying a biplane through Selfridge Hangar #6.

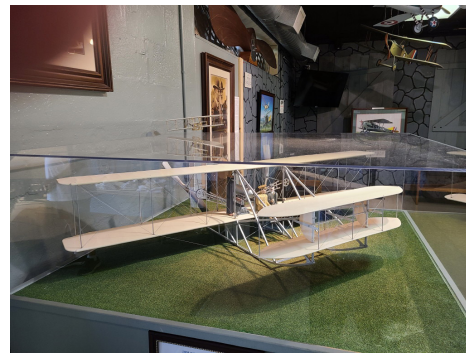
https://en.wikipedia.org/wiki/Selfridge_Air_National_Guard_Base

The Museum itself was founded by Colonel Robert A. Stone in 1975, following his distinguished 38 year career of active and reserve service in the Air National Guard as well as the United States Air Force. Colonel Stone retired from service as a full Colonel in 1978. He served as Director of the Museum until 1996. <https://selfridgeairmuseum.org/>

During our Guild visit we broke into at least two groups, each with a tour guide. The first group, led by volunteer Harold Tiburzi, went straight to the workshop, while my group, with volunteer Mark Davidson as a guide, first toured the Museum exhibit hall, with its many historical objects, photos, aircraft models, paintings and mementos illustrating the key historical events and uses of Selfridge over the years. Included in this area were 3 non-functioning flight simulators,

2 of which visitors could sit in and dream. It was remarked that the F-16 cockpit was a tight fit for some of us. Another popular display was the Gatling gun from a Warthog like the one displayed outdoors. Other volunteer guides that day were Jim Ashford and Jon Kopczyk. All of the guides were excellent. We thank them for their valuable time and knowledge.

There were too many exhibits to even list here, but of high interest to me were several. To tie in the



Military Wright Flyer Model

event of the crash of namesake Thomas Selfridge and Orville Wright, they have a wonderful scale model of the 1908 Military Wright Flyer in which they were flying.

To highlight the key role of Henry Joy and the Packard Company in the development of aircraft engines at Selfridge they have an actual Merlin engine; the V-1650, liquid cooled, 12 cylinder, 1649 cubic inch, 1720 max HP model manufactured by Packard under license of Rolls Royce Ltd. of England. This engine eventually became the engine in the legendary P-51 Mustang. The sound this engine makes in operation in the P-51 is the sweetest aviation sound of all in my opinion.

Another key role of the Selfridge Base was to provide



Parts of Tuskegee Airman Rayberg's crashed Airacobra



advanced operational training of the famous Tuskegee Airmen, the first African American military aviators. Starting in March of 1943 this 332nd Fighter Group conducted training with the P-40 Warhawk fighter, and in September of that year began receiving the P-39 Airacobra. As was the case for WWII pilot training anywhere there were many training accidents at Selfridge. Fifteen pilots of the 332nd were lost, five lost in Lake Huron, one in the St. Clair River, and nine as a result of land crashes or mid-air collisions. One such accident occurred when the P-39 flown by 2nd Lieutenant Nathan Rayberg crashed into the St. Clair River near Algonac. The location of this aircraft is known and efforts over the years have retrieved parts of the aircraft, which are displayed in the Museum.

Prior to this tour I had not known that there were significant U.S. Navy operations out of Selfridge during part of its existence. The Museum has a display case for the Naval Air Facility (NAF) Detroit, which was established as a tenant activity at Selfridge ANGB in 1969 following the disestablishment of Naval Air Station Grosse Ile. NAF Detroit hosted numerous Naval Reserve augmentation units including Patrol Squadron 93 (VP-93) flying the P-3B Orion, a four-engine



Submarine Patrol Aircraft

turboprop anti-submarine and maritime surveillance aircraft.

The P-3B mention leads me to describe my group's tour of the large Museum Air Park Displays of actual aircraft with historic ties to Selfridge. The P-3B is one of the actual aircraft on display. The Air Park has aircraft from the U.S. Air Force, U.S. Army, U.S.

Coast Guard, U.S. Marines, and the U.S. Navy. My group visited the interior of the C-130A HERCULES, including a climb up into the cockpit. This Lockheed-built transport was originally developed as an assault transport capable of operating from short unpaved runways. It has since been adapted for many uses by military and commercial organizations worldwide.

Included in the Air Park was a display building housing a full-size reproduction of a WWI SPAD XIII fighter and a $\frac{3}{4}$ scale Wright Flyer. The SPAD was the personal favorite of Capt. Eddie Rickenbacker, America's leading ace of World War I, and was the first aircraft to shoot its machine gun through the rotating propeller by means of mechanical synchronization.



Jim Sherman's M-4 Sherman Tank

Capt. Rickenbacker spent part of his career at Selfridge.

The Air Park also has on display military land vehicles from several eras, missiles, an air traffic control center, and an AS/32P-15 Fire Truck designed to combat aircraft fires with a foam agent in all weather conditions. Included in the display for our visit was a restored and operational (no guns or cannon!) WWII era 36-ton 1945 M-4 Sherman Tank. The Museum provided safe metal stairs by which to view the interior of the tank. The private owner of the tank, Jim Sherman, provided educational commentary on its WWII deployment and use. Jim was assisted in the tank display by Gary Orban, who performs technician



FG-1D CORSAIR Undergoing Restoration

work on the vehicle. We thank Jim and Gary for their passion to share with us.

Following our Air Park visit, our tour guide led us to a shop where restoration of an actual U.S. Marines FG-1D CORSAIR is underway. This Goodyear-built version of the famous F-4U WWII fighter was flown by Naval and Marine Corps units at the Grosse Ile Naval Air Station from 1946 to 1957. The inverted gull wing allows the propeller to clear the ground yet keep the landing gear short for strength during carrier landings. This aircraft was originally restored by Selfridge Transient Maintenance and Naval Air Reserve personnel from 1979 to 1987 and is currently undergoing extensive restoration by the volunteer team of the Museum. The aircraft was stored outside somewhere in the west for over 35 years prior to its reclamation.



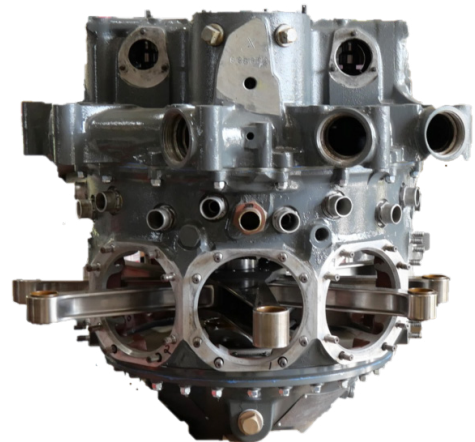
Restored Pratt & Whitney R-2800 Double Wasp Engine

During this time it greatly deteriorated, and sustained lots of damage including from vandal bullet holes.

Most amazing about the restoration to me was

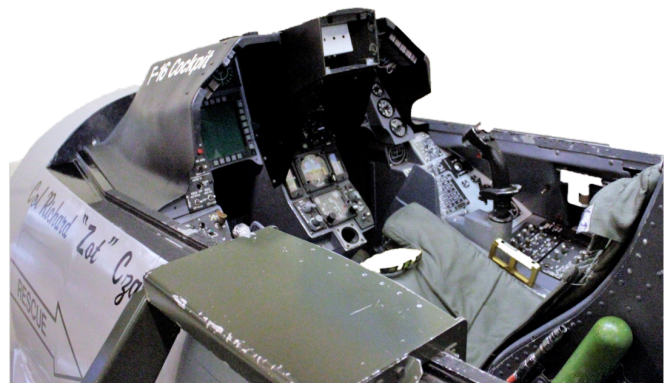
the beautifully restored engine. The Pratt & Whitney R-2800 Double Wasp is an American twin-row, 18-cylinder, air-cooled radial aircraft engine with a displacement of 2,800 cu in, and 2,380 HP. The restored engine looks absolutely brand new, although it is not restored to flight condition according to the volunteer tour guide. There is a great video on the restoration project at:

<https://www.youtube.com/watch?v=FOEkL3jOWo8&t=12s>.



Rebuilding Sherman Tank Engine

The guide also showed us work being performed on restoration of an aircraft-type engine produced to power an original series M-4 Sherman tank. The air-cooled Continental-produced Wright R-975 Whirlwind 9 cylinder radial gasoline engine in the M4 and M4A1 produced nearly 400 horsepower. This was also a beautiful engine. (There were other gasoline and diesel engines used in M-4 variants from Ford, GM, Chrysler and Caterpillar.) The Museum is restoring this engine to running condition for use as an



F-16 Jet Trainer



active display which makes lots of interesting move-



Air Force Jets At Selfredge

ment and noise.

The above are just a few of the tour highlights which greatly interested me. I encourage readers to explore the provided web links for more interesting items.

This outing was an educational and enjoyable peek at the history of the Selfridge ANGB. I have just touched the surface of the many contributions the Base has made to aviation development and defense of our country. There is much more on the web (starting with the links above), and a good book is Selfridge Field (MI) (Images of Aviation) Paperback – May 29, 2006, by Deborah J. Larsen, and Lt. Col. Louis J. Nigro, available from Amazon (\$22) or the Museum store.

We profusely thank Larry Last for thinking of and arranging this tour. And we extend our appreciation to Pam Horner as well as the Museum management and volunteer staff over many years of work to make this Museum possible. The Museum has many needs for additional financial resources, such as making an independent entry to the museum so that visitors do not get hung up at the gate to the larger ANGB! Please consider making a donation at:

<https://selfridgeairmuseum.org/donations>.

- Dale Ausherman



MWG members tour the C-130 A HERCULES



Bill Rigstad's Son Trying His Hand in the Trainer



CHILDREN'S HOSPITAL MWG PROGRAM UPDATE



From Ron and Dan

The Toymakers Corner

This month we have a special announcement from the Toy Committee to all current and would be toymakers.

The Toy Committee is mixing things up a bit to pique your interest and creative skills by sponsoring a toy making contest.

During the social hour prior to our live November meeting, we will be accepting from each toymaker your best toy (only one per maker) for competition. A group of distinguished judges, picked/volunteered from the MWG, will peruse the entrants and pick three winners. In the interest of remaining impartial, if you submit a toy you will not be a judge. The winning categories will be:

1. Best design
2. Best painted finish
3. Best clear (stained and/or varnished) finish

Here's your chance to showcase your skills at designing and building toys, showing off your world class painting skills and perhaps using that special piece of burl or quarter sawn chunk you have been saving with a beautiful clear finish. Of course all the normal



Bill Damico Prototype Tow Truck

rules for toy making apply to this contest, no metal parts, no sharp or pointed edges and only approved glues and finishes.

We will be accepting only one toy for each maker, the judge's decision will be final and the winners in each category will be awarded a \$25 gift certificate from Woodcraft along with bragging rights as the winner of our first annual toy contest (told you we were mixing things up a bit). After the judging and awarding



Ken Wolf Natural Finish Toys

of prizes, toys will be retained and included in the donation to the Children's Hospital for the Snowpile Program. We are hoping that all our 'regular' toymakers and perhaps some new makers will participate. If all goes well this year, we will continue next year and expand to include boxes and the like.



Bergs Delivery Truck

And now a reminder that we are still in need of toys and boxes for the Children's Hospital Christmas Snowpile program.

We have set a goal of delivering 400 toys to Children's Hospital for many more years than I have been a member. We also deliver plain boxes and somewhat fancier memory boxes. If you have made toys in the past and plan on doing so this year we thank you. If you have thought it might be an easy project to put together, yes it can. Please check out the toy program in our updated website for more inspiration. Just remember to keep your design simple, round over all edges, no metal parts and a smooth finish to aid in cleanliness and sanitation.

As has always been the policy, the Guild will provide wheels (1", 1 1/4" or 1 1/2" dia), nylon washers



and wheel pegs free of charge to any member who wishes to make toys for this program. The Guild also has an inventory of non-standard wheels and other toy parts that have been recently categorized. While we do have a limited supply and do not plan to stock these once the current supply runs out, we currently have;

- 1 3/4", 2", 2 1/4", 2 1/2", 2 3/4" and 3" diameter standard style wheels
- 1", 1 1/4", 1 1/2", 2 1/4", 2 1/2" and 2 3/4" diameter grooved tire style wheels
- 2" and 2 3/4" diameter wagon style wheels
- 1 1/4", 1 1/2" and 2 1/4" diameter flanged style train wheels
- Wood shapes such as acorns, beads, balls, caps and discs
- Large and small shaker style pegs
- Three sizes of wood peg people
- Steam engine/steam train smokestacks
- Various small pieces of poplar, suitable for glue-up

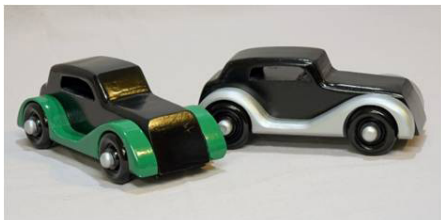
If you need these items, they can be obtained by contacting Ron or Dan. This is the one program MWG does annually to benefit those children who really, really need a reason to smile. Please make every effort to support this Guild program. Why not make use of your extra shop time this year to create a small gift that can bring a smile to a child who would love to have a moment and forget about their reason for being in the hospital.

Thank you for your support.
Ron Ross & Dan Holowicki

For further information or to arrange to drop off toys, please contact

Ron - 734- 812-5531 - rross1508@gmail.com

Dan - 313-702-5836 - dan56laura@att.net



Vic Bonaro Rolls Royces



Bill Damico Model Ts



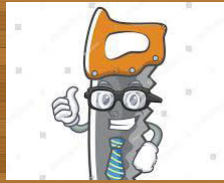
Bill Damico Cars



Meg LarSen Roadsters



Vic Bonaro Trucks



WOODWORK NOTES



MWG Helpful Tools:

As we put more birthday candles on the cake, things naturally change. For instance we may notice that our arms just aren't long enough to be able to focus on a printed page or something else we want work on.

The YOCTOSUN LED Head Magnifier headset shown below has several worthwhile features:

- Several lenses with increasing magnification
- A bright LED light with two illumination levels
- A rechargeable battery
- It's **INEXPENSIVE!** (aka - **CHEAP**)

This headset is available from Amazon.



Roll over image to zoom in

YOCTOSUN LED Head Magnifier,
Rechargeable Hands Free Headband
Magnifying Glass with 2 Led,
Professional Jeweler's Loupe Light
Bracket and Headband are
Interchangeable

Brand: YOCTOSUN

★★★★★ 1,949 ratings | 47 answered questions

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**MWG
PICNIC**

Membership

Our Annual MWG Summer Picnic will be held at:

**VFW Park
798 South Campbell Road
Royal Oak, MI 48067**

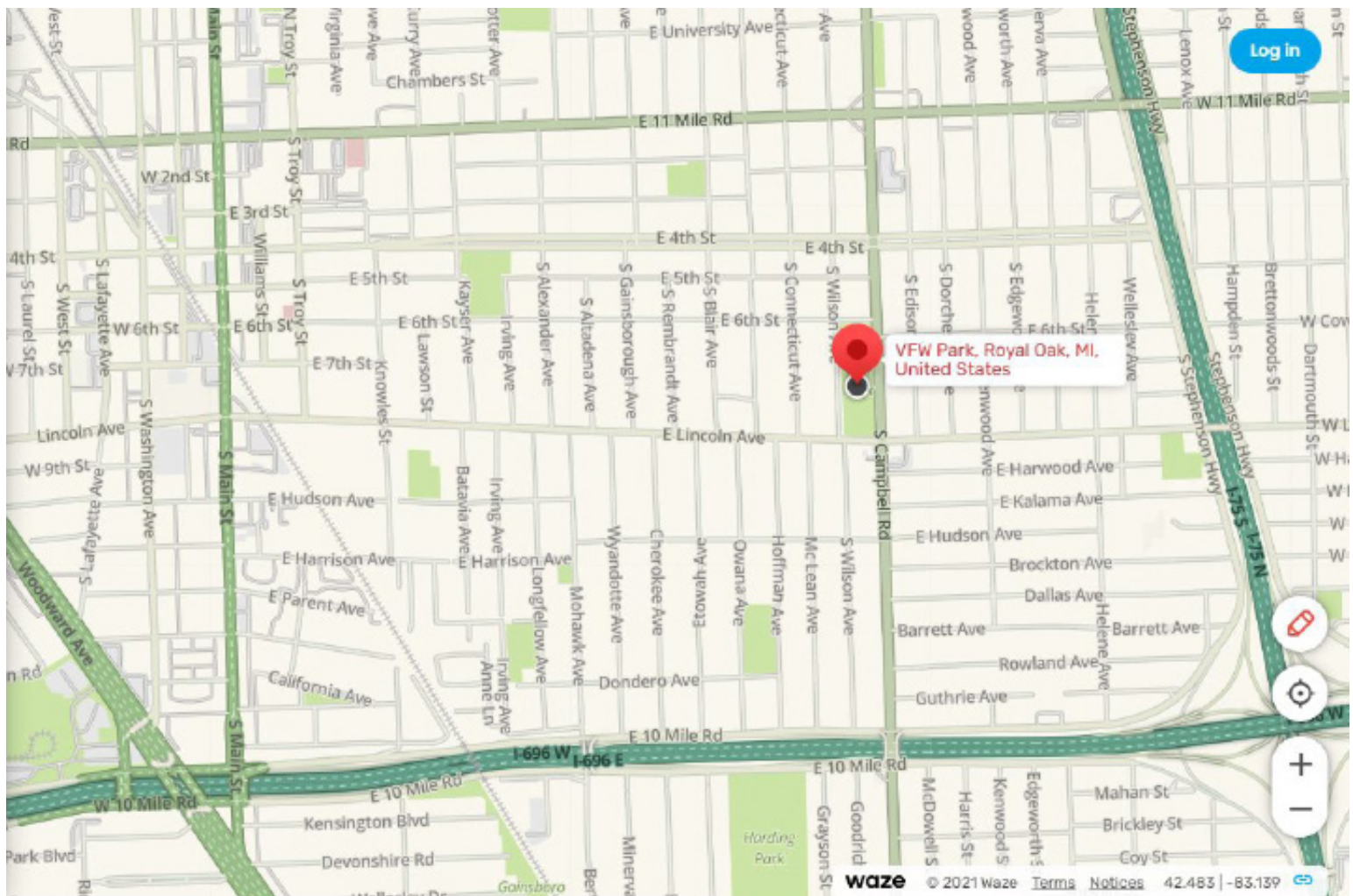
As mentioned in the announcement postcard and on Page 1, below is a map suitable for our
"Tired Old Eyes"

Remember:

Swap Meet: starts at **12:00 PM**

Eats: 1:00 PM

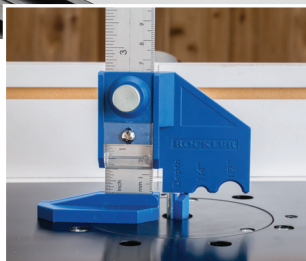
Bring your favorite dish to pass and showcase



WAZE MAP TO VFW PARK, ROYAL OAK, MI

**\$12⁹⁹****ROCKLER ROUTER BIT
CENTER/DEPTH GAUGE**Sets your router fence a precise distance
from the center of the bit

Reg. \$19.99 SKU: 55010

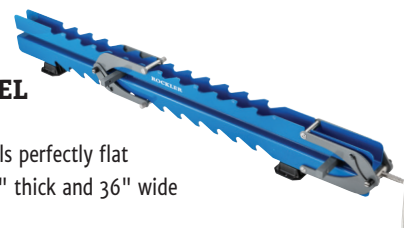
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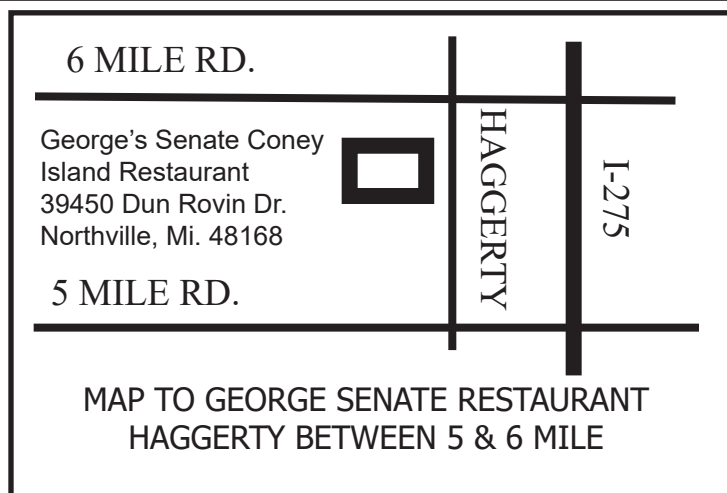
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**For membership information contact
Dave McCagg at: d2mccagg@provide.net
For name tags, sign up with Ed Stuckey at a
regular meeting.**

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Will Wilson.....	Vice President.....	248-207-8883
Ed Stuckey.....	Treasurer.....	313-345-3671
Don Hess.....	Secretary.....	734-207-8427
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Rich Herbert.....	Officer at Large.....	248-628-0644
Ragnar Bergethon...	Officer at Large.....	248-608-8436
Bill Rigstad.....	Officer at Large.....	734-459-3374
Ken Wolf.....	Officer at Large.....	734-981-3423
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Larry Last..	Programs/Website Calendar....	248-207-9386
Bob Mills.....	Mentoring.....	248-535-6718
Kevin Goulet	Camera Chair	248-672-5341
Fred Ball....	Web Site Calendar (Backup).....	248-681-3108
Ron Ross.....	Toy Program.....	734-812-5531



Next MWG Luncheon: (Coordinated by Bill Rigstad)
Thursday, 25 AUGUST 2022 at 10:16 AM