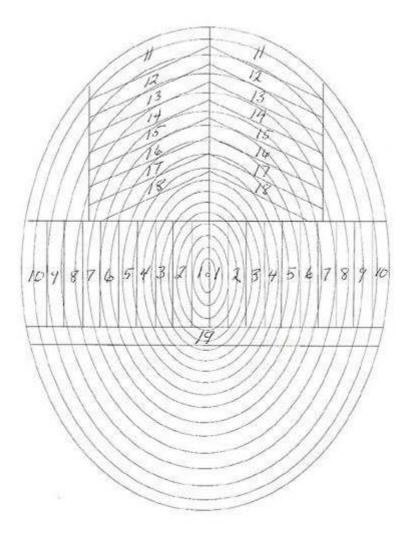
Jess Horn was extreemely generous with us at the October meeting. I have notes, and photos of the samples and gadgets that he brought ... I just don't have the time to work them up...

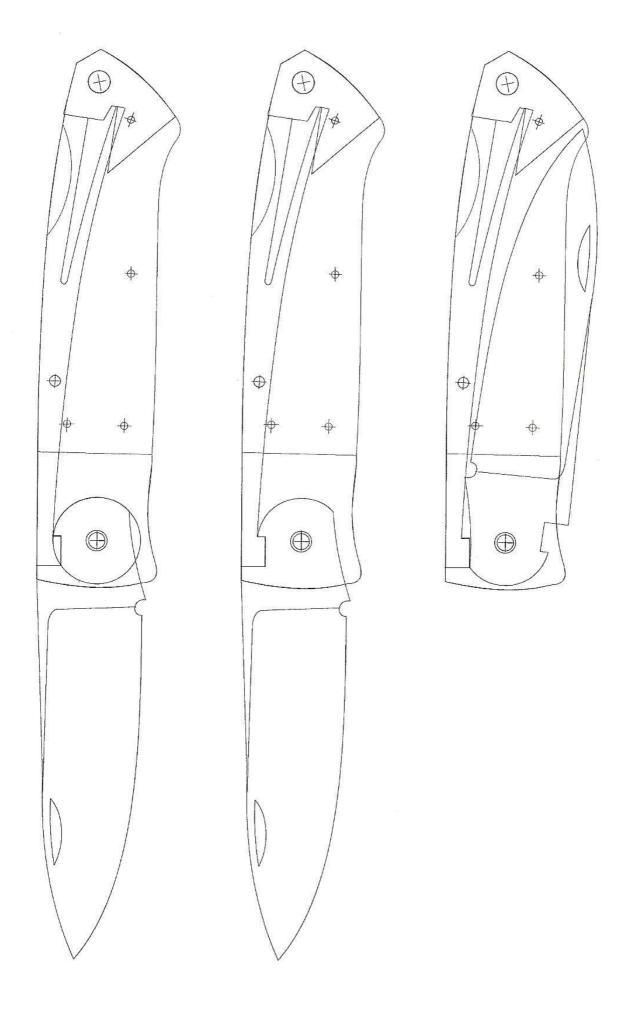
But just to whet your appetite here are scans of the packet Jess handed out:

How to cut − and NOT cut − ivory:



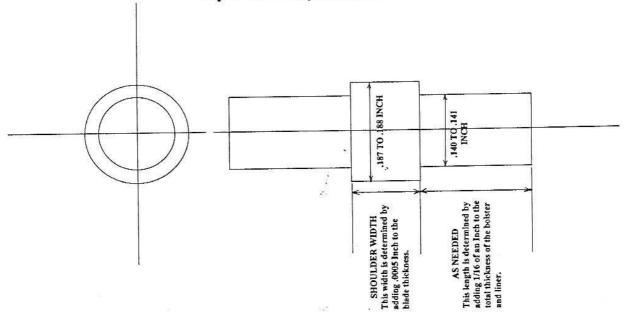
numbers 1-10 are the best – 11-18 are decent – but don't do like 19!

On the next page are his CAD drawings of how he builds a folder – I'll add notes on the parts when I work up the next newsletter:

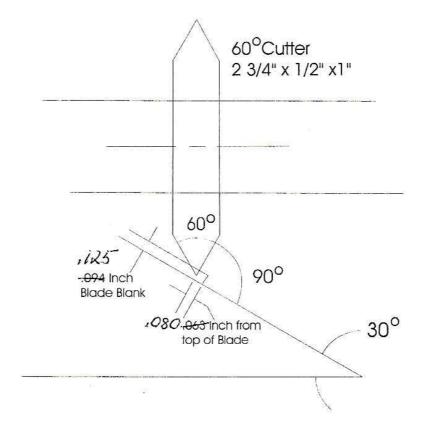


And here are his drawings for the pivot pin – and cutting the nail notch:

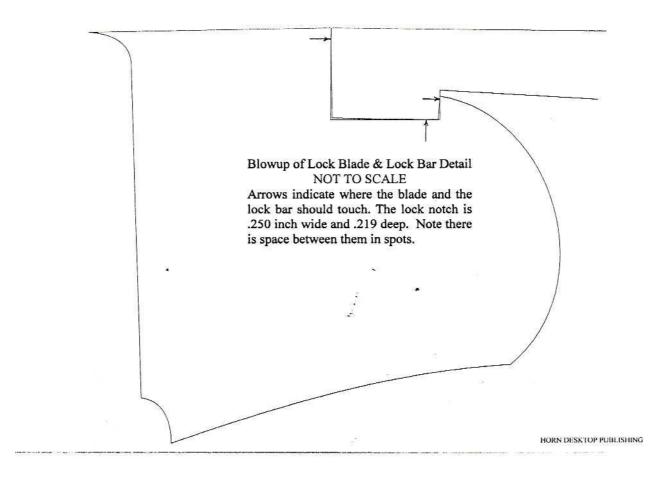
Blowup of Blade Pivot Pin Not To Scale Made from 303 Stainless Steel All pin diameters must be concentric so they do not have any cam action.



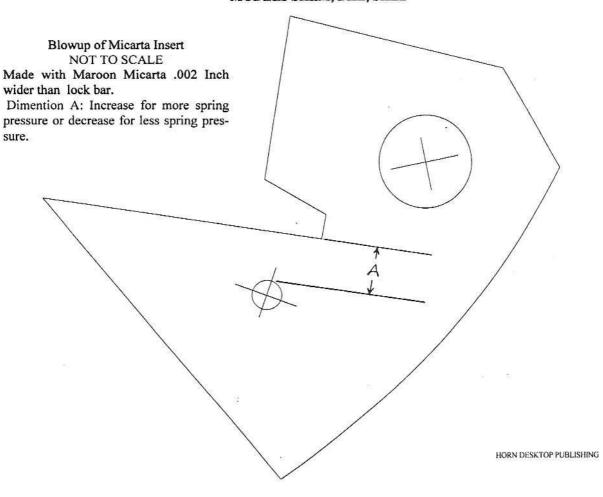
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And here are notes on the blade lock and the Micarta end-block:



## MODELS SHLM, DHL, SHLB



## SEECIFICATION SHEET FOR MODELS SHLM, DHL, & SHLB

## MATERIALS:

BLADE STEEL: .125 Inch ATS- 34 S. S.

SPRING & LOCK BAR STEEL: .125 Inch ATS-34 S. S.

BOLSTER STEEL: .125 Inch 416 S. S.

LINER: .032 Inch 410 S. S.

BLADE PIVOT PIN: 303 S. S. (see attached Detail)

SPRING PIN: 3/32 Inch Nickle Silver

HANDLE PINS: 1/16 Inch Nickle Silver

THONG TUBE: 3/16 Inch Thin Wall Aluminum

INSERT & BLADE STOP: Maroon Micarta (see attached detail)

## NOTES:

BLADE PIVOT PIN: Not drawn to scale. (see attached detail)

- Shoulder width: .0005 inch wider than blade thickness. Blade tang sides should be near absolute parallel.
- 2. Diameter of blade hole pin is .1875 inch.
- 3. Diameter of pin through bolster and liners is .140 to 141 inch.
- 4. Both diameters must be concentric (no cam action).

LOCKING BAR & SPRING: In the drawing the spring is not under tension. Grind and taper inside of the forked spring to make it flex evenly and have the desired strength. See note on the micarta insert blowup regarding spring tension. The thickness of the lock bar & spring should be the same as the blade tang.

MICARTA INSERT & BLADE STOP: Thickness should be .002 inch more than the lock bar thickness.

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Photos and meeting notes in next month's double-header newsletter!

Michael Kemp