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KR-1 KR-2

N E W S L E T T E R

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Well, I'm sure all of you are keeping busy over the holidays. I hope you all find time to get something done on your planes..every little bit helps. Been getting more and more letters each day.....new friends, old friends, and lots of new ideas.

Bill Lee of Tavernier, FL wrote me a letter that must have listed all the mistakes in the KR-2 plans I didn't have in Issue # 4. You'll find them below.

Also received a letter from Jim Snyder of Kansas. Jim is building a KR-1 but his ideas will work equally well on the KR-2. You will find two pages of drawings on his modifications in this newsletter. He also sells foam kits for the KR planes, styrene and urethane. You can write to him about his mods or the foam at..P.O. Box 696 Hesston, KS 67062.

KR-2 Plans errors ****with thanks to Bill Lee****

1. On drawing #1 the dotted line representing the rib is shown as being flush with the bottom of the fuselage. This isn't correct if the bottom of the spars rest on top of the longerons.
2. On page six of the plans book, the plywood stiffeners extending $4\frac{1}{2}$ " back from the top upper firewall are $\frac{1}{4}$ " plywood, in the profile drawing #1, the stiffeners on top are given as $\frac{3}{32}$ ", the bottom stiffener is not shown.
****page six is correct****
3. Also on page 6 the height of the filler block above the longerons is $\frac{3}{4}$ ". On profile drawing #1 you have your choice of $\frac{5}{8}$ " or 1", depending on which way you lay the block.
****Since the filler blocks should contact as much of the double longerons as possible, optimum sizs would be $\frac{3}{4}$ " x $1\frac{1}{4}$ ". ****
4. In drawing #9 the rudder pedals are mounted on a right angle. What is the angle mounted to?
****This is left to the builder. I used $\frac{3}{4}$ " x $1\frac{1}{2}$ " spruce.****
5. Drawing #17 shows 'I' sections for gear latches running fore and aft at the middle drawing while bottom drawing is crossways.
****Fore and aft installation is stronger.****

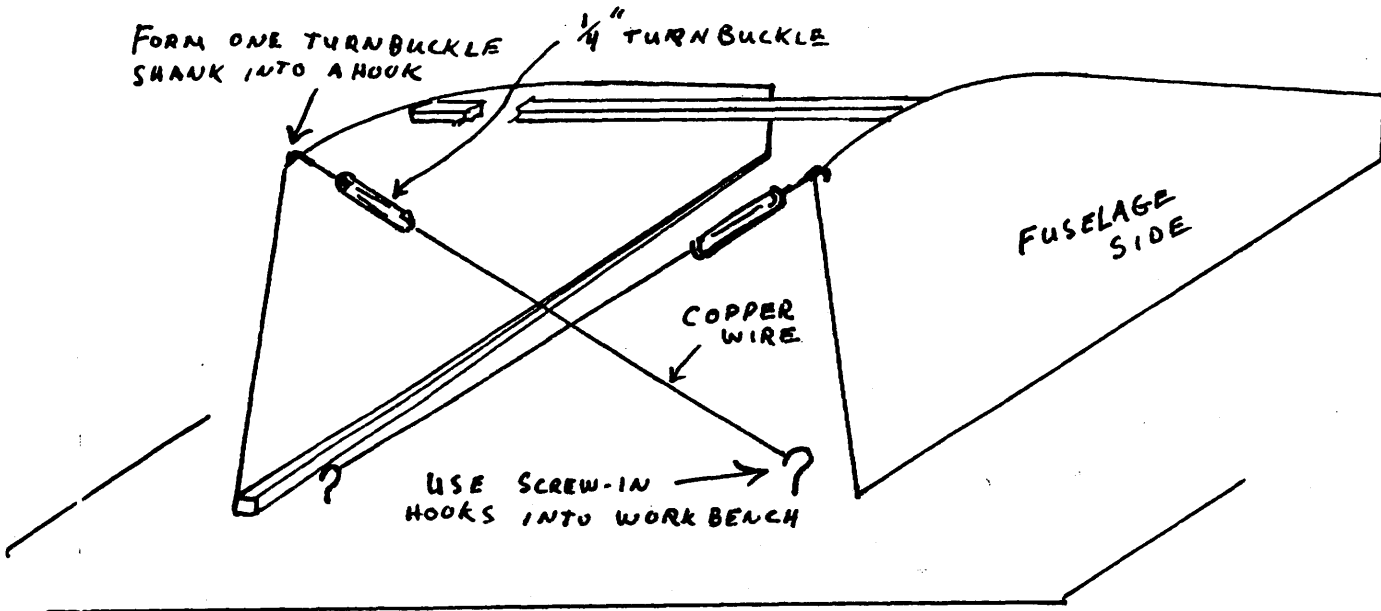
BITS & PIECES.....I see the KR-2 from Wicks made Popular Mechanics, Dec. issue. They call it a Foambuilt Homebuilt....Jim Snyder's drawings were accompanied by a list of materials. I'll forward copies to interested builders, just send me a S.S.A.E.....new KR skunkworks almost complete, might have a KR-3 report soon...Marty Balk of New Jersey is using a 6 cyl. Porshe in a much modified KR-1....

BUY-SELL-TRADE

KR-1 PARTS...engine-36 HP VW, Slick mag, Rand mount w/shock mounts, Barker exhaust, 50 x 36 wood prop, 4 gauges, throttle, on test stand, overhauled, run approx. $\frac{1}{2}$ hr. Need carb & intake..\$450.00..Altimeter, overhauled & certified..\$30.00....Airspeed, w/pitot, overhauled..\$20.00 2" venturi, hoses, plus regulator (t&b not inc.)..\$7.50...Rand gear castings complete with wheels, axles, tires & brakes. Drilled for attachment to spring bar..\$80.00....Outer wing spars, front and rear w/attach fittings, untapered, FAA inspected O.K.....\$30.00....Aircraft Spruce and Spec. foam kit, still in boxes..\$20.00....Or ALL for \$595.00...Todd W. Bramen 200 Hollis Ave. #36 Campbell, CA 95008

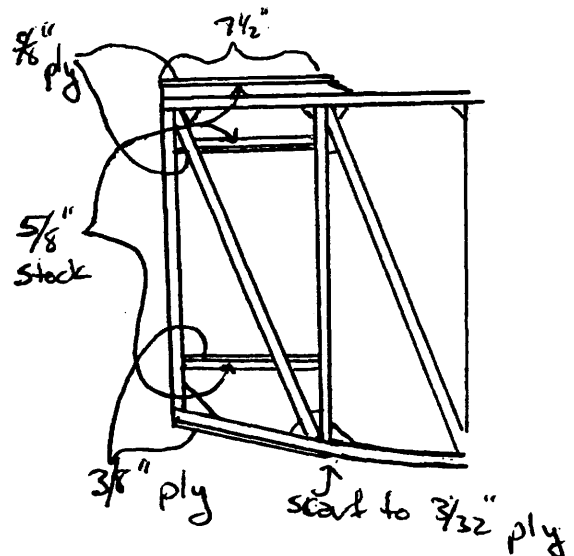
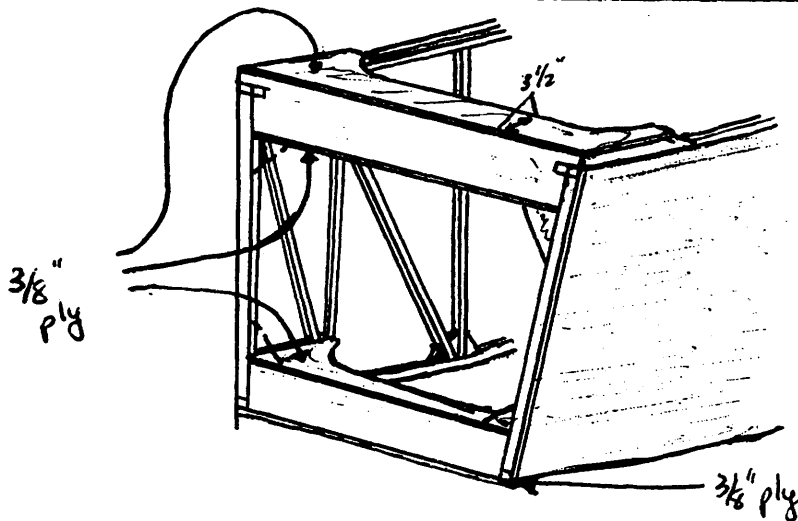
WANTED.....KR-1 or KR-2, complete or project...Write to Paul Sellers 105 Dogwood Dr. Richardson, TX 75080

These drawings & notes are from Bill Gidden of Santa Clara, Ca.



Squaring up the fuselage sides prior to installing the belly crossmembers is easy if you use wire & turnbuckles as shown above. Clamp the top edges of the fuselage sides to the workbench surface after the sides have been bent to the proper contour. (Since the sides are tilted from the vertical as well as being curved, the top edges of the fuselage will not make contact along their full length with the workbench surface. Be sure to allow for this & don't try to force them down when you clamp.)

Four or five turnbuckles are all that are needed. Hardware store price is about 55¢ each. When adjusting turnbuckles to square up fuselage, adjust for diagonals of equal lengths at several points along fuselage. This is probably more accurate than the plumb-bob & centerline recommended by Rand.



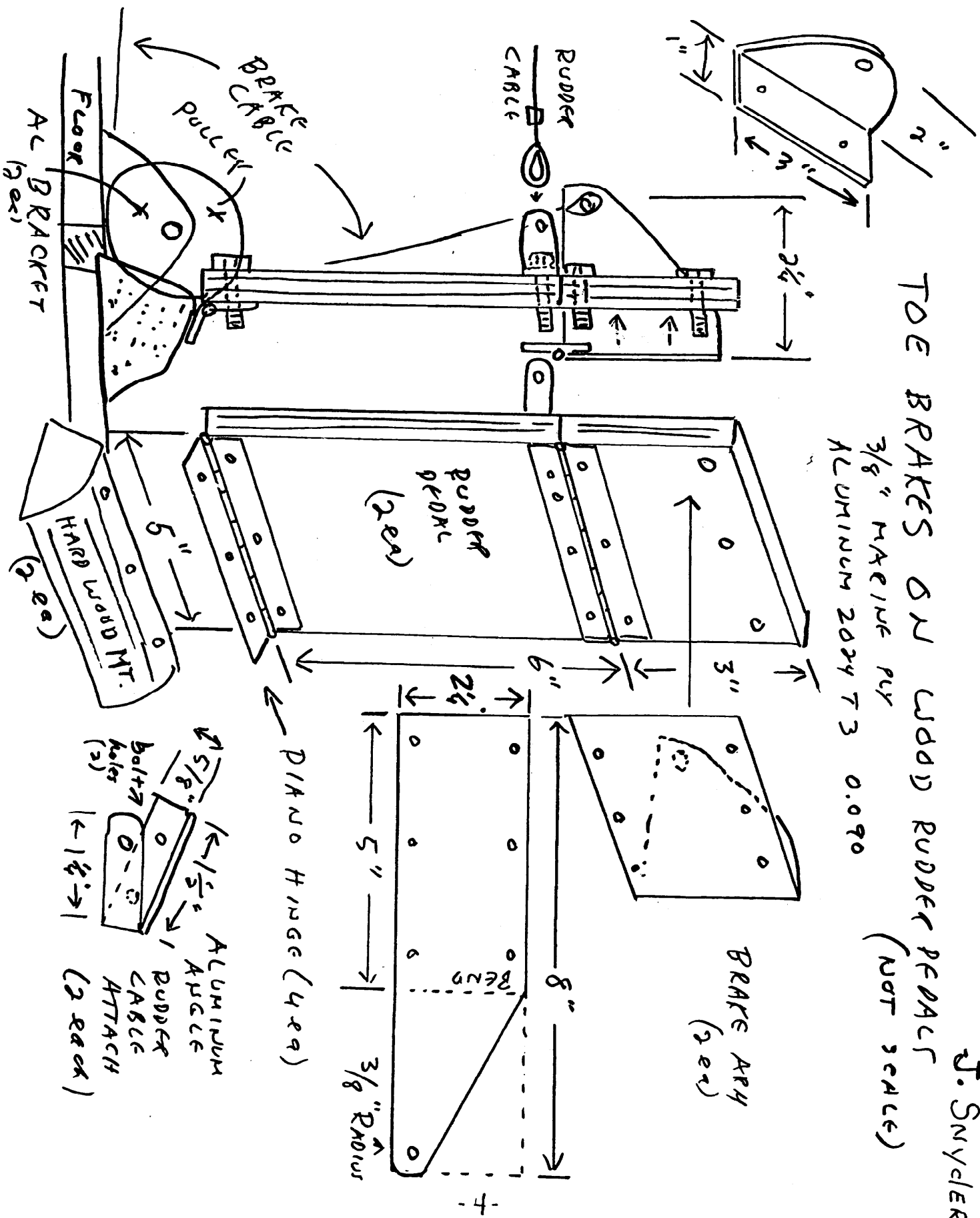
Here are a couple of rough sketches of the modifications I made to the firewall of my KR-1 as a beef-up to take a larger VW than Rand used on his prototype. I plan to start out with a 1600cc and later upgrade it to an 1834cc. This mod. is very light and very strong. I thought maybe some of the other KR-1 builders might want to use a similar set up.

Mike Wray Tucson, AZ

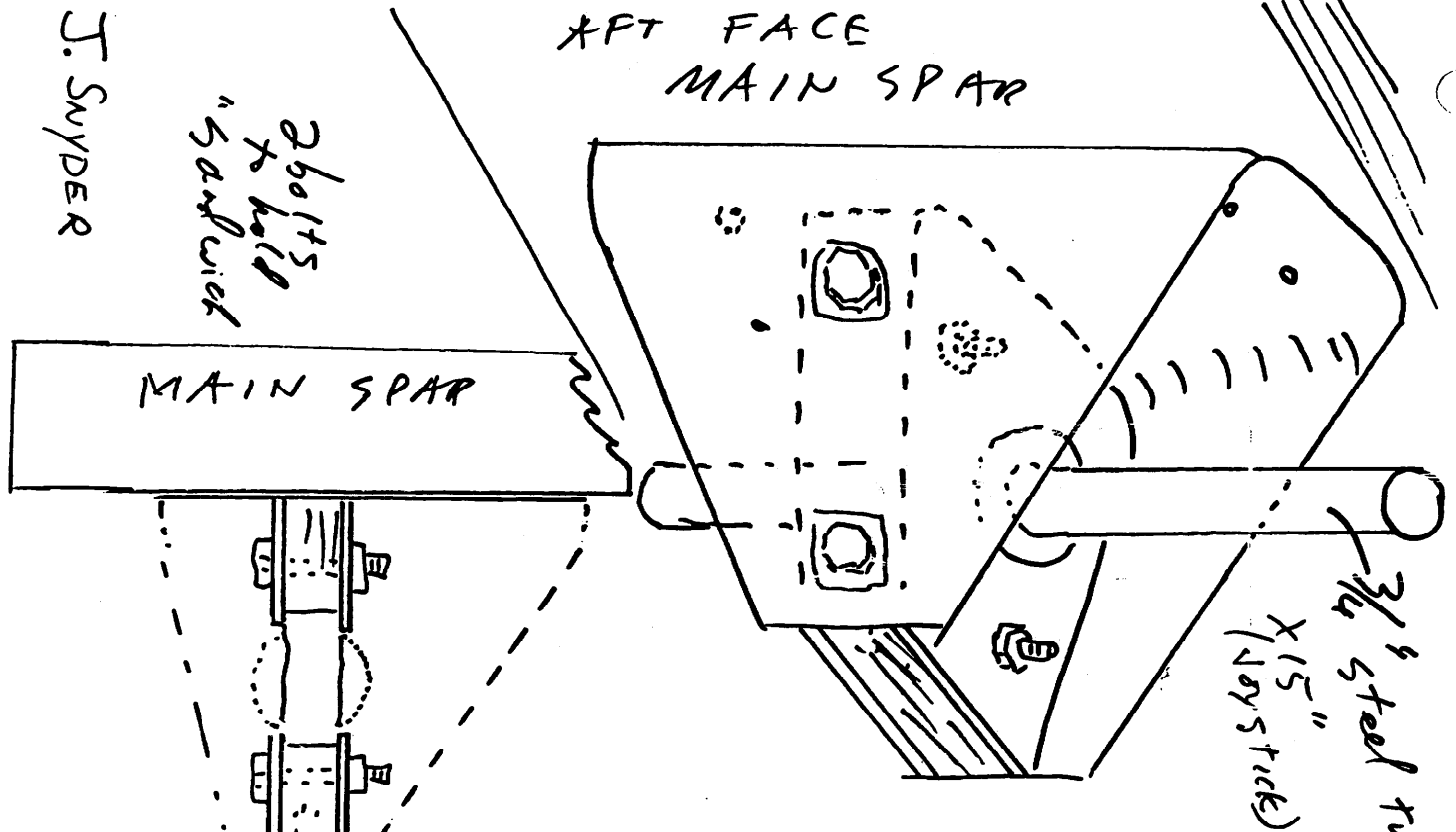
J. Snyder

TOE BRAKES ON WOOD RUDDER PEDALS (NOT SCALE)

3/8" MARINE PLY
ALUMINUM 2024 T3 0.090



XFT FACE
MAIN SPAR



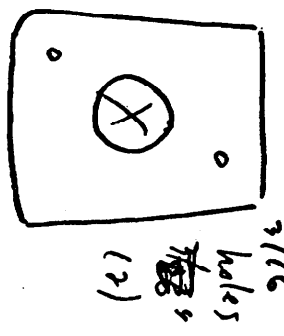
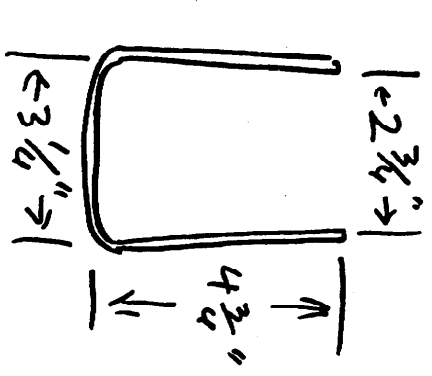
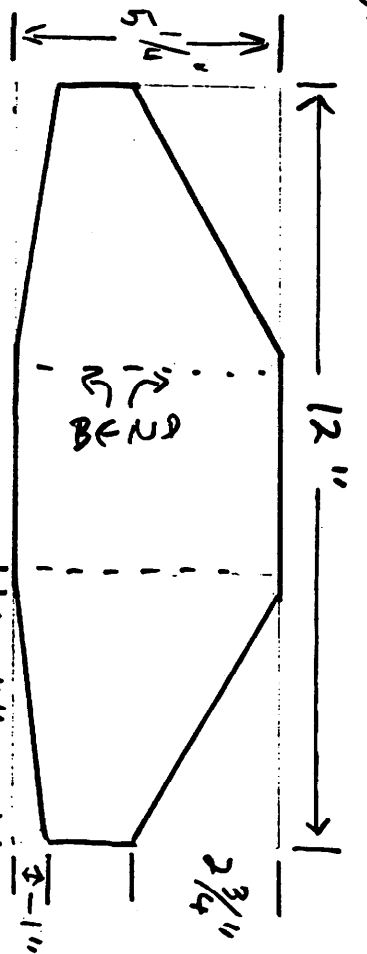
J. SNYDER

2 bolts
to hold
"sandwich"

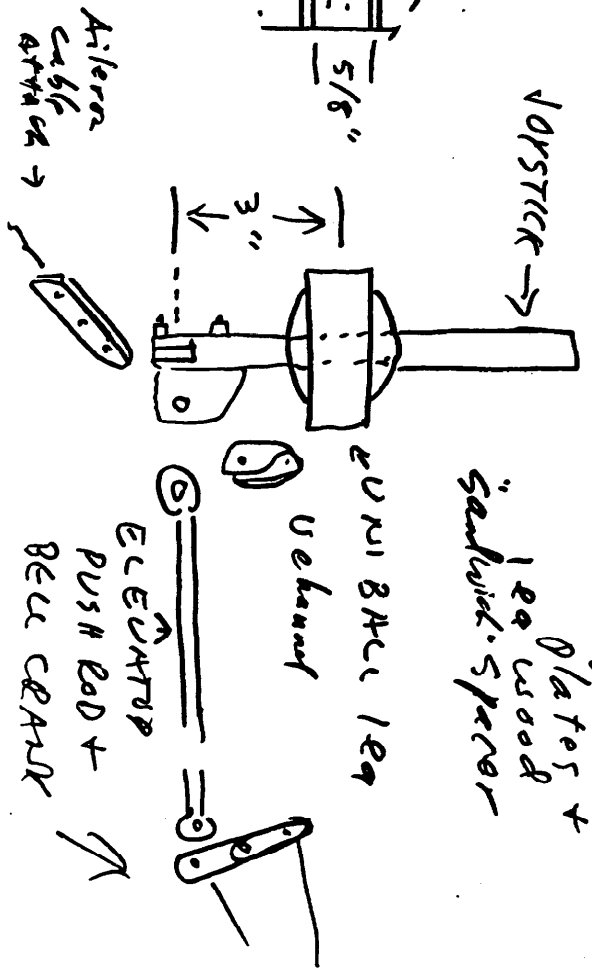
MAIN SPAR

3/4" steel tube
X 15"
(Joystick)

JOYSTICK CONTROL



2 ea
plates +
1 ea wood
"sandwich" spacer



Aileron
control
attach →

2 1/2" Bell

U-bolts

ELECTRUP
PUSH ROD +

BELL CEARER

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QUESTIONS & ANSWERS

- Q. Are the $\frac{1}{4}$ " bolts in the KR-1 Lord mounts strong enough for a 2100cc VW?
A. $\frac{1}{4}$ " bolts (aircraft quality) as well as the mounts themselves are sufficiently strong. (See drawing this issue for strengthening firewall.)
- Q. What is maximum prop hub length I can use on VW engines & Warnke prop without bearing problems?
A. A standard VW prop hub with 3" ext is maximum without additional bearing support.
- Q. How soon are plans for the KR-3 going to be available?
A. Too soon to tell for sure, but probably in about a year.
- Q. Does anyone have the spec on the R.A.F. 48 airfoil, especially interested in the **CL**?
A. I checked with Ken and his copies have been misplaced. If anyone else has them, I would like to hear from them.
- Q. There must be a better way to release the gear latches. Has anyone come up with something?
A. Yes, Larry Zepo sent in this drawing. Lifting the left latch also raises the right. The system uses model aircraft braided stainless steel cable and three small pulleys.

I'm out of room for more in this issue, everyone have a happy holiday season.

E.K.



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