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KR-1 KR-2
NEWSLETTER

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Issue #7

January 1976

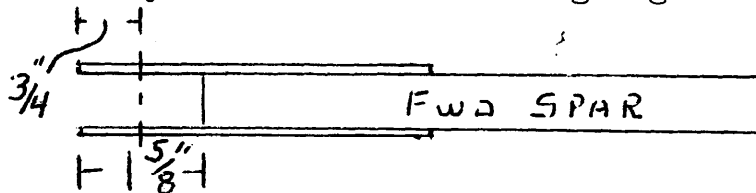
HAPPY NEW YEAR!

Here we go again, a brand new year of fly-ins and fun. 1976 is going to be the year of the Foambuilt Homebuilt so get out and make yourself known. If your KR isn't finished, most fly-ins are happy to see static displays.

The first major fly-in is at Lakeland, FL. Ken Rand and Stu Robinson are making arrangements to be there with the KR-1 and KR-2. All builders in that area will have a chance to talk with them and to compare notes with each other. Wish I could make it, but other commitments are going to keep me home. I hope to see some reports and maybe a couple of pics from you guys in Florida.

MORE KR-2 PLANS ERRORS from Paul Barton in St. Louis (I didn't get these in time for issue #6)

1. The front airfoil section pattern is wrong as well as the rear portion too short. Upper area just behind the leading edge is slightly flattened.
2. Forward spar fitting location on drawing #1 is wrong. Should be as sketched.
3. On page 8 of plans book, "INSTALL AFT SPAR SAME AS FWD SPAR except use only one web in place of 2," arrow should point to horizontal stab. instead of vertical.



BUY-SELL-TRADE

Ads in this section are free to all subscribers; there is a 25 word limit. Also, no ads for sale of ideas or techniques will be accepted. The reason for this newsletter is a free exchange of information.

FOR SALE...40 hp VW crank, turned .010 under, Magna-fluxed. \$40.00
Contact LONNIE E. PRINCE 4505 Buddy Blvd Evansville, IN 47711

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

BR. MICHAEL STOMBER 551 Harwell Rd. NW Atlanta, GA 30318 is using a Cont. 4A084 in his KR-1. It is a 35 hp, 4 cyl. engine and weighs only 135 lbs. ready to go. He has another one if you're interested.

A lot of builders are having difficulty locating the rotary rasp for a $\frac{1}{4}$ " drill described in issue #2. I bought mine at a Sears store, but if you can't get one in your area send me \$2.00 and I'll get one to you by return mail, postage paid. I really can't say enough good things about this tool. The money saved in sandpaper will pay for it several times over.

KR CLUB NEWS?????Received many replies from KR builders...all thought a club would be a great idea. Now all we need is a volunteer (or 2 or 3 or more) to organize it. I will be happy to use this newsletter for club news, calendar of events or whatever. So let's get it flyin'. E.K.

If you guys that have had one or more inspection would send in a few tips on what your F.A.A. inspector looked for in your KR, it would be helpful to new builders.

QUESTIONS & ANSWERS

Due to the postal increase, I can answer questions by return mail only if a self-addressed stamped envelope is included with the inquiry. All other questions will be answered in the following newsletters. E.K.

- Q. Do you recommend varnishing or sealing inside of spars before closing?
A. Yes, certainly. All wood surfaces should be protected from damage from moisture, mold, insects, & etc. A KR-2 builder in Ohio recommends using a marine wood preservative. He says it is both effective and extremely light. It is..Baltotin Regatta 2381 by Baltimore Cooper Paint Co. NOTE...DO NOT USE ANYTHING ON SURFACES YET TO BE GLUED!
- Q. What modification is K. Rand making to the KR-1 motor mounts for the higher hp engine he is now using?
A. No modifications are necessary.
- Q. What is the "fix" to allow the 180 to 200 mph speeds with the bigger engine?
A. Balanced ailerons are sufficient. I will have a "how to" article in a future issue.
- Q. What size brake cable are the KR's using?
A. 1/16" cable. Several builders are using motorcycle brake cable and housing with good success.
- Q. Is there a partial web on the outboard aft spars on the KR-2? The plans don't show it but there is a 1/8" gap between the wing attach fittings.
A. The plans are correct, however a short web would not add much weight and would help fill the gap.
- Q. What is the new hole locations and assembly procedure for the new type castings?
A. Ken says the assembly procedure in the plans will work on the new castings. The axle bolt should $\frac{1}{2}$ " from bottom of the new casting and $\frac{1}{2}$ " from fwd. face.
- Q. Where can I get the alternator like Ken Rand is using on his KR-2? What is the approximate cost?
A. Ken is using a Wico alternator from Wico..the Prestolite Co.
Rotor...X 12710..\$30.00
Stator...X 17797..\$31.65
Division of Eltra Corp.
Toledo, OH 43601
Ph. 419-244-2811
- Some sort of regulator is needed. A very simple one can be fabricated from a diode and an on/off switch.
- Q. What about baffles for wing tanks described in issue #5?
A. The wing tanks as described do not need baffles. However, if you increase the length of the tank, you will need them. (1" foam ribs with epoxy/dynel on all exposed surfaces work very well for this purpose.

TIPS FROM OTHER BUILDERS

Fred Richen of Puyallup, WA sent in the following..."I am using Garlock DU self-lubricating bearings in elevator, rudder, & landing gear hinge assemblies. These are lead impregnated teflon bearings and their life is from 1,000 to 10,000 hrs. The weight factor is very small, wear is only .0008 in early stages and this is transferred to mating surface. The 3/16" ID have an outside dia. of $\frac{1}{4}$ " and the $\frac{1}{4}$ " ID are 5/16" OD. They are encased in a steel jacket, temperature range is from -328 F. to +536 B. Being tolerant of dirt and dust, they are ideal for areas you can't get at to lubricate, like the empennage area of the KR series. They do have a brochure out on these bearings with all the spec.....it is #751 Bearing division Garlock....."

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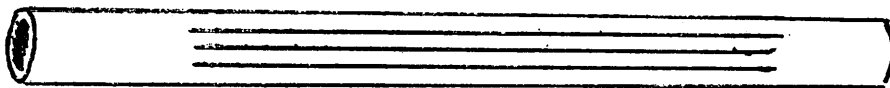
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EZ MUFFLER

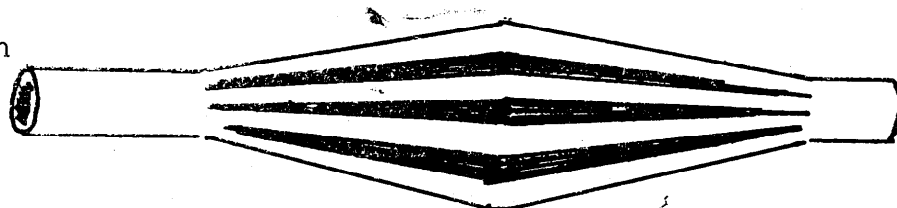
With the E.P.A. making noises, it's only a matter of time before we're asked (told) to cut down on our noise. Below is a simple muffler any one can fabricate.

Use propane cylinder or large dia. thinwall tube. Use an abrasive cut-off wheel to grind/cut slots in a length of exhaust tubing. Then pull out at center of slots to form an expansion in the tube.

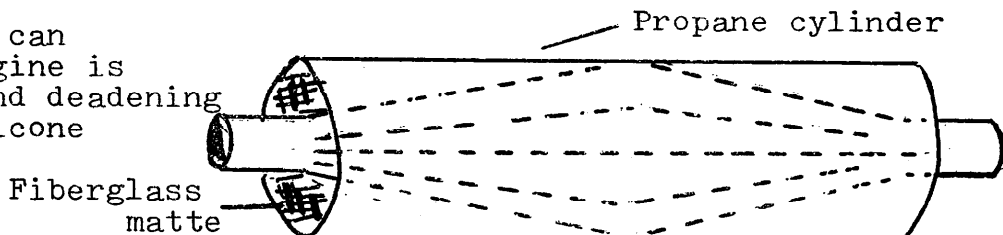
Drawings from Larry Zepp, Bowling Green, OH.



Wrap fiberglass mat around the flared tube and then push into a propane cylinder with the top sawed off. (Be careful) Weld exhaust cap onto cylinder and test it.



Make it as long as you can (62" from flange on engine is optimum) For more sound deadening coat inside with a silicone rubber compound.



P. S. Future newsletters will have pictures of projects, modifications techniques & ect. as space permits. We can print clear, sharp black & white pics. All pictures will be returned only if you enclose a S.A.S.E. E.K.

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