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KR-1 KR-2

Ernest Koppe

6141 Choctaw Drive

Westminster, Ca. 92683

NEWSLETTER

Issue #2

August 1975

I just came from Rand-Robinson Engineering in Huntington Beach. Arrangements were being made for the trip of Oshkosh.

The KR-2 was getting a face-lift (dings repaired, paint job, etc.). The KR-1 was being readied for an 1834 cc VW engine and new cowling, hopefully to be completed in time for the trip to Wisconsin. Many other modifications to the KR-1 have already been completed, such as balanced ailerons, wet wings (22 gal. in each wing), new instrument panel, and beefed up fire wall.

Performance expected from the KR-1 is a cruise speed in the 170 to 180 range, with a top speed of 200 + mph. Rate of climb should be approx. 2000 fpm.

Much of this expected increase in performance is due to ground adjustable wood prop like the one Ken is now using on the KR-2. The prop is more expensive than a standard VW prop but well worth the extra cost because of the increase in performance. For more information on cost and availability of the propeller, contact Bernard J. Warnke P.O. Box 50762 Tucson, Az. 85705.

Ken and Stu are also renovating the KR-1 plans to include these new modifications. These plans will be available this fall but will cost \$35.00 rather than the current \$25.00.

I was just looking thru my copy of the July issue of Sport Aviation and noticed a letter from a supplier of Dynel fabric saying the fabric would no longer be in production. I checked and found out that it is true Union Carbide is terminating production of Dynel but there are two other manufacturers continuing production so there should be no problem getting as much fabric as needed.

TIPS FROM OTHER BUILDERS

Tired of gummed up sandpaper when sanding epoxy and dynel skin? Well, here's how to avoid it. Get yourself an Arco Disc-Rasp. This is a 5" disc of thin, hardened, tool steel with holes punched in it, rough side down. The disc-rasp is available at most hardware or discount stores for approx. \$2.00. The first time I used it I was sure it would ruin my stabilizer, but after much money had been wasted in clogged and gummed up sandpaper, I was ready to try anything. It has only one draw-back that I can see and that is it won't work too well on concave surfaces such as wing root fillets, everything else is outstanding!

OPERATION Flat surfaces--merely the weight of a 1/4 electric drill motor is enough to get the disc to remove most material but don't be afraid to put more pressure to bear for stubborn spots.
Convex surfaces--just be careful not to leave the disc turning in one spot too long. Best results are obtained by moving the disc in overlapping strokes 18 inches or so long.

Should the disc clog from improperly cured or mixed epoxy, just hold it over a low flame to clean it. Hope this tool saves you as much time and work as it did me.

PROGRESS REPORT #2

Today's mail had a letter in it I would like to pass along as a progress report item. The letter is from G.W. (Bill) Townsend of South Meriden, Conn. EAA #66320. Bill says he started flying in 1937, helped build a Goodyear Cup Racer in the '50s, rebuilt a J-3 Cub and a '41 T-Craft in the '60s. Bill's current project is a KR-2. The following is from his letter:

About my bird. It is a KR-2. Started late last Fall. Have all of the wood fuselage structure completed. Forward and rear center spars are permanently installed as is the retraction unit and the landing gear. Both forward and rear outer spars are complete. Have the horizontal stab. and elevator made, foamed but not covered. Also have the vertical stab. and rudder made and foamed and also not covered. Have an engine all built up and ready. Bought all new parts. Perhaps I could have bought the unit cheaper but I wanted to build the whole thing. Have had a bit of engine experience, have raced cars in Europe in the late '20s and early '30s, built and raced boats and engines and was with Pratt-Whitney Engine Div. for a number of years prior to WW II. My engine is 1834 cc using a special cam. prop and nose ext. from John Monnett. H.D. high vol. oil pump and Corvair oil cooler, mag coupling and housing from Barker, Slick mag, shielded harness and plugs, Posa injector carb. and am waiting for a new type intake system from John Monnett. Hope to get 3800 for one minute at take off and cruise it at 3600 to 3650 and will probably go for one of the new ground adjustable props but would like to know a little more about them. My one hooker, however, is the Posa carb. I've been close to engines for a long time but not anyone else I've contacted here in the East knows a darn thing about them. Hope I can get my desired performance from this mill so I've got my fingers crossed and will probably be turning to prayer before I'm thru. I'm trying to build the airplane pretty much to Rand's plans although I did increase the size of fuselage gussets slightly, used maple instead of spruce for the landing gear wedges and tail wheel wedge. I am also using a wood seat set-up very similar to the one used by Wicks as I cursed the canvas seat bottoms used in the T-Craft in the past.

I'm sure with Bill's talents, his bird will rival any trophy class project at any fly-in. I really appreciate him taking time to write, hope to hear from more builders soon.

BUY-SELL-TRADE

WANTED---By me and at least two other builders: Control stick and/or brake pedals for KR-2. Contact Bill Townsend 234 Charles St. South Meriden, Conn. 06450

FOR SALE-1834 cc VW engine with prop hub and front thrust bearing just like in Ken's KR-1 Assembled--\$950.00 Kit--\$800.00 Contact Dave Egelhoff 1747 James Place. Pomona, Ca. 91767 or phone 714-624-7482

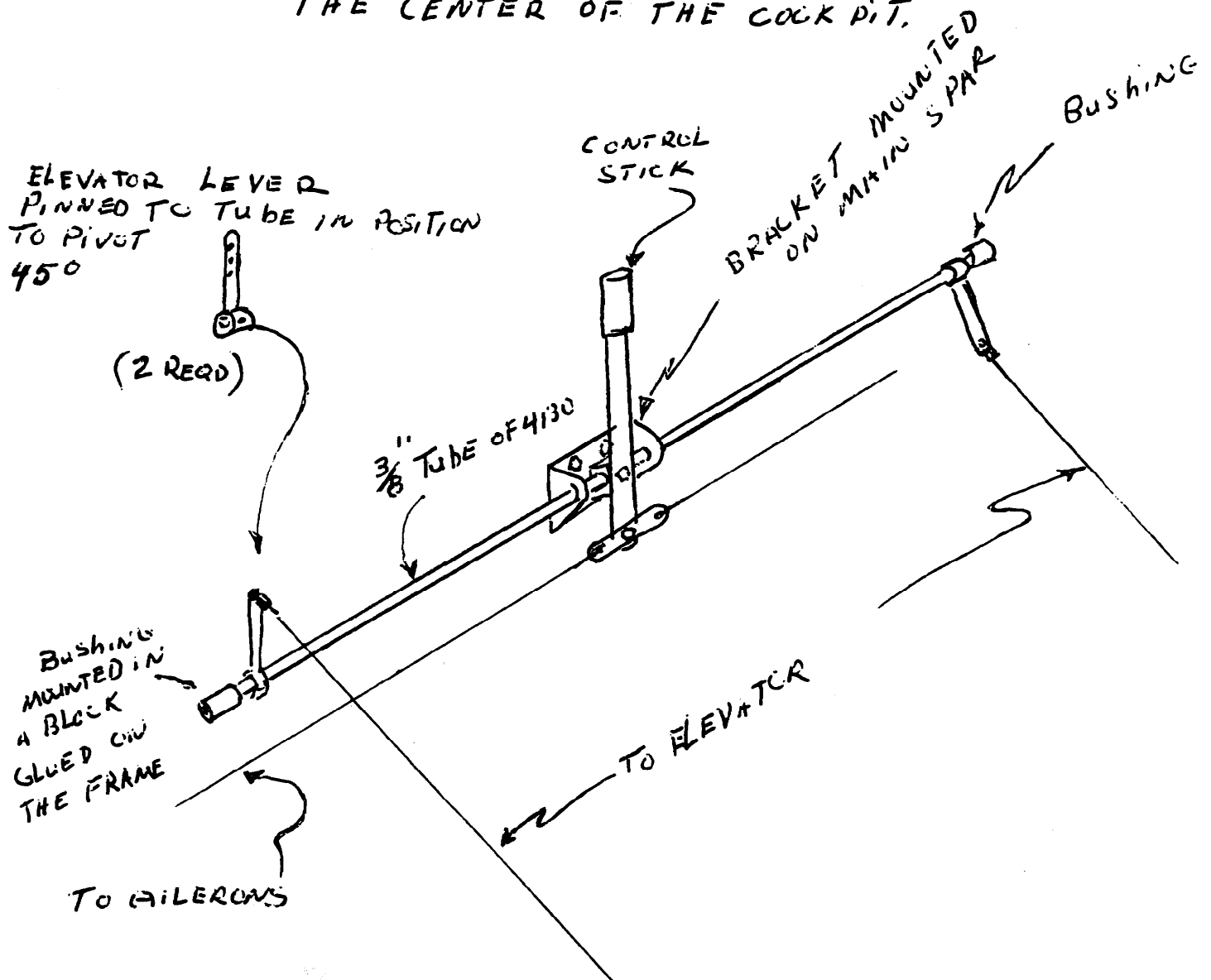
FOR SALE-New 140 mph air speed Looking for 200 mph air speed Contact Paul M. Barton 751 Gradient Drive St. Louis, Mo. 63125

I would like to print a list of KR builders by their state or area. If there are no objections, these will be available soon. E. Koppe

Ads in this section will be available to all at a nickel per word with a one dollar minimum per issue.

*Any questions on the progress reports should be referred to by progress report number.

THIS IS A METHOD OF GETTING
THE ELEVATOR CABLES OUT OF
THE CENTER OF THE COCK PIT.



The above drawing was sent in by Damon Ralph of Norman, Okla. EAA #93267

He is building a KR-2 that he started in March of this year. The modification he illustrates could also be adapted to the KR-1 for those builders who want to move the control stick to the center.

BUILDER'S INFO

One of the largest benefits to me has been meeting and working with other builders and pilots, sharing their thoughts and ideas. If you are building a KR-1 or KR-2 complete the following questionnaire. Feel free to expand on any point. Please share---let's keep informed---from ALL KR builders and pilots.

1. Name _____
2. Address _____ Zip _____
3. What Plane _____
4. What % Done _____
5. Any Modifications _____

6. Comments or Questions _____

Send photos and/or drawings of your project or modifications. If you wish, photos will be returned if a self-addressed stamped envelope is included.

ERNEST KOPPE
6171 CHOCTAW DRIVE
WESTMINSTER, CA. 92683