

KR-1 KR-2

N E W S L E T T E R

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OSHKOSH '75--Well, I made it! On wheels instead of wings but I wuz there! The opportunity to meet and talk with other designers and builders is worth the cost and then some. Everyone I talked with was enthusiastic about a list of builders, so, in this issue, I'll list all subscribers to the newsletter. Each following newsletter will contain new subscribers. I hope each of you take time to meet other KR builders in your area.

Meanwhile back at Oshkosh--the latest KR-1 to show up at the annual get-together was built by George 'Andy' Anderson of Milwaukee. Andy's KR-1, built to look like a miniature P-51, had a few obvious modifications. A 12" spinner, 4-blade prop, a 1500 VW engine built up to 1700cc utilizing a Posa Carb. The two piece sliding canopy, a belly scoop and dorsal fin really brought out that P-51 look. Andy finished it all off with a very nice paint job, the wings and fuselage are acrylic lacquer ('74 Ford silver) and empenage was painted a red and white diagonal checker-board pattern. Total cost of the foam P-51 was only 1900 dollars. Congrats to Andy on a very nice job!

One thing I would like to see at Oshkosh is more KR-1 and KR-2s. Several people I talked to had finished their birds but for one reason or another didn't get it to the fly-in. My KR-1 is going to fly to ~~Oshkosh~~ next year, how 'bout yours?

IMPORTANT NOTE--While at Oshkosh this year Fred Keller noticed some cracks in his landing gear legs emanating from the bolt attach holes. Upon investigation these proved to be caused by the gear leg castings being slightly convex on top and then being torqued down to the flat spring bar. The resulting stress on the gear legs caused the cracks long before they were discovered. Fred was able to repair the legs and with a few well placed gussets they were rebuilt better than new. If you purchased any of these early castings, check them for a flat surface on top; should you find yours are convex, the fix is simply to grind or file them flat to match the spring bar. These gear legs were sold prior to Aug. '74. The newer castings are much better, as well as stronger and lighter.

BUY SELL TRADE

FOR SALE: Bosch starters, 12v, 5 lbs. Ideal for KR-1 & Kr-2 electric starter system. \$29.95 Contact MARVIN JENSEN R.R.#2 ST. ANSGAR, IA. 50472 or phone 515-737-4637

WANTED: Info on substitute folding gear for KR-2. REX ELLINGTON 1406 CEDAR PASS CT. HOUSTON, TX. 77077

GA(W)-1 AIRFOIL: full scale prints in 36" and 48" chords. ED FRAZIER 503 N.CENTRAL AVE. BROWNSVILLE, TX. 78520

TIPS FROM OTHER BUILDERS---From: George 'Andy' Anderson--for an adjustable brake cable installation, get two front wheel brake cable units from a Honda motorcycle. These cables really make a professional appearing unit that works as good as it looks. Nylon bushings from r/c models landing gear make excellent cable guides.

From: Steve Meltsner--by contacting roofing & building contractors, I was able to purchase foam very cheap.

P. S. Thanks to Larry & Craig for their help at Oshkosh.

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## QUESTIONS AND ANSWERS

- Q. Have problems matching 3-piece KR-2 ribs to fuselage side. Is template correct? Wm. Lee
- A. No, due to a drafting error, the trailing edge section is not wide enough at aft rear spar station. Best fix is to use R A F 48 coordinates to draw a full size rib.
- Q. According to Rand, I should use a 52-40 prop hp engine, comments please. H. Nietschke
- A. Each builder is going to find his prop requirements different but you have to start somewhere. Ken has suggested this prop because of experiments with his plane. Currently Ken is using an adjustable Warnke prop with very good success.
- Q. What is used for gussets in the frame layout on KR-2? T. McCarrell
- A. Most builders are using 5/8 x 5/8 spruce stringers cut diagonally, however, some are using 3/32 plywood. Either is sufficient.
- Q. Where can I get the data on the modifications referenced in issue#2, paragraph two? J. Robt. Schumaker
- A. Ken & Stu are currently working on a plans revision and if possible, a condensed form will be available to previous plans buyers at a nominal charge.
- Q. What size bolts are used to attach the small hinge half to the rudder spars? Are 3/16 bolts too large? Tom Charlton
- A. 3/16 bolts are a tight fit but will work. However, some builders are using 3/16 machine screws of aircraft quality.
- Q. Has anyone worked out a modification of the Rand motor mount for the KR-2 to take the Revmaster 2100 D with starter? Ronald Chappler
- A. Yes, the longest bottom crosspiece can be removed entirely or a curved section welded in place around the starter.

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