

Subscription Rates
6 mo. @ \$2.50
1 yr. @ \$4.50
Back issues-50¢ ea.

KR-1 KR-2
N E W S L E T T E R

Ernest Koppe
6141 Choctaw Drive
Westminster, CA. 92683
Ph. 714-897-2677

Issue #11

May 1976

I'm sure all EAA members have received their copy of Sport Aviation (April) and have read the article on the Turbo KR-2. The pictures and performance figures are enough to make your mouth water, aren't they?

Ken is testing his new 3-blade prop on the KR-1. Static tests are complete and very satisfactory. Flight tests are under way and as of this writing, Ken had accumulated four hrs. in the air. For those of you who haven't heard, Ken is going to market the ground adjustable, plastic/fiberglass prop as soon as flight tests are complete. Price is \$195.00.

The metal spinner on the KR-1 is another new item being marketed at Rand/Robinson (see photo page). The spinner is 9½" x 11" without the cut-out so you can fit it to your own prop. Spinner and backplate are only \$25.00. If Ken had ordered these spinners a little sooner, I wouldn't have had to make my foam one. Oh well, I'll need a new spinner when I get one of those 3-blade props anyway.

TIPS FROM OTHER BUILDERS

When installing rudder and elevator hinges attach the smaller half on the stationary spar. Much easier to foam and makes a nice looking hinge. I noticed Fred Kellar's KR-1 had the hinges installed in this manner and I haven't seen a better looking KR-1.

Found anything to get that epoxy off your hands? Try Joy dish soap (before the epoxy hardens) works great on the Rand/Robinson epoxy.

Jim Reisinger sent in this tip. If you mix too much epoxy (and its "pot life" has not expired) put it in the freezer. He says he's used the epoxy as much as a week later and it was as good as new. Also, Jim reports, "for cleaning your epoxy brushes, use cold water, works better than any of the commonly used solvents."

"Anyone using a used VW should check the case around the main bearing for fray and wear. The center main is often beat out. Not much but enough to cause problems. Get your case line bored and install oversize main bearing".....Ward Smith

"After making your hinges and other aluminum parts, use #200 wet/dry sand paper to smooth all file marks. Finish up with #400 for a mirror like finish. This may seem like a lot of work but these are the little extra touches the FAA inspector appreciate and readily sign off your work without hesitation".....Bruce Gilinsky.

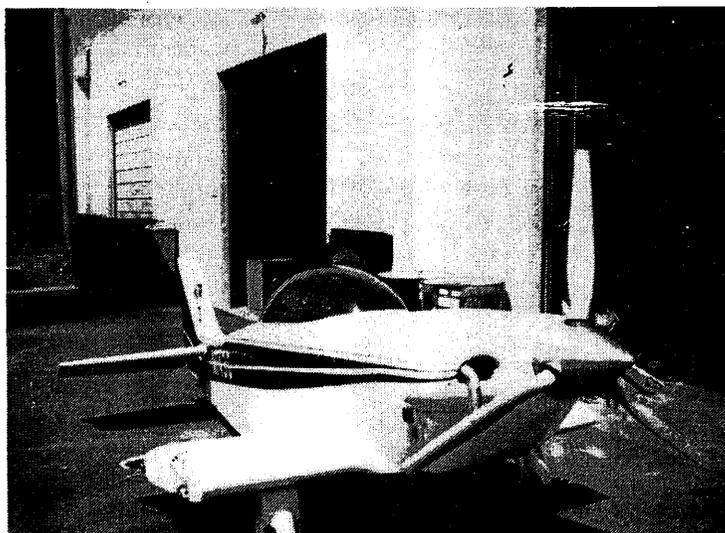
BITS AND PIECES,...Jim Mottin of Long Beach, CA is building a ½ scale P-51. Basic structure is KR-1, power will be a Mazda rotary.....NOTE... on page 35, April Sport Aviation, it states "The FAA now requires that primary control systems use at least 1/8" cable." The FAA man in my area said the FAA has no such requirement for experimental aircraft and if your inspector says it does, have him show you where it's written. There are no "required" parts or materials for homebuilt aircraft.....The EAA South-west Regional Fly-in is April 30th, May 1st and 2nd, at Corona, CA. Looking forward to meeting many KR-1 and KR-2 builders. See ya there!

PHOTO PAGE

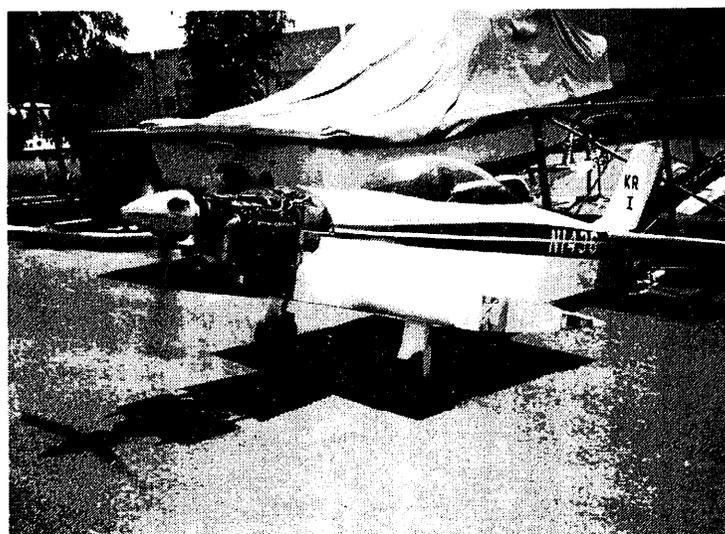
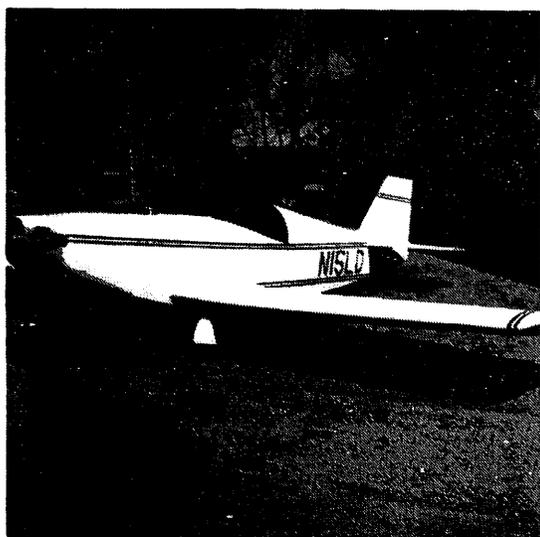
Top right photo is Ken Rand holding his newest development, the injection molded, ground adjustable, 3-blade prop. Also Ken is holding the new spinner he is now marketing.

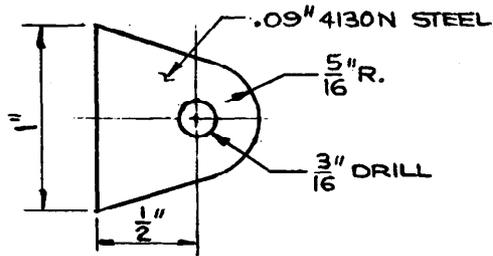


Middle and bottom right photos show the KR-1 with prop and spinner installed and being tested. Test results to date show no structure problems.



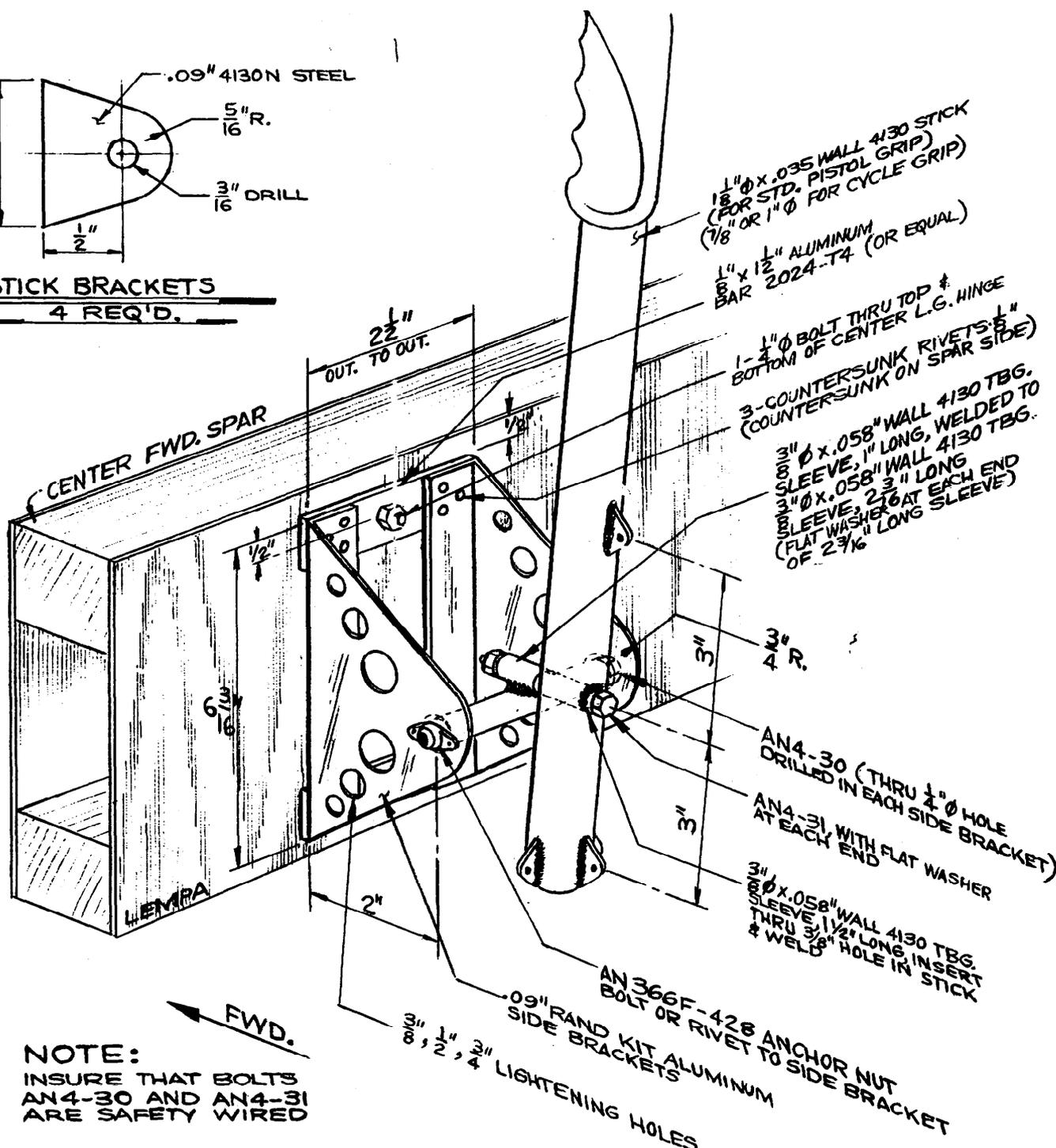
Leo Davison of Spearville, KS sent in this picture of his KR-2. Work was begun on N15LD in July of 1975 and after approx. 700 hrs. is 99% complete. It has not been flown yet and leo has promised more info after the test flight. Looks like the Wicks KR-2 had a little influence on the paint scheme.





STICK BRACKETS

4 REQ'D.



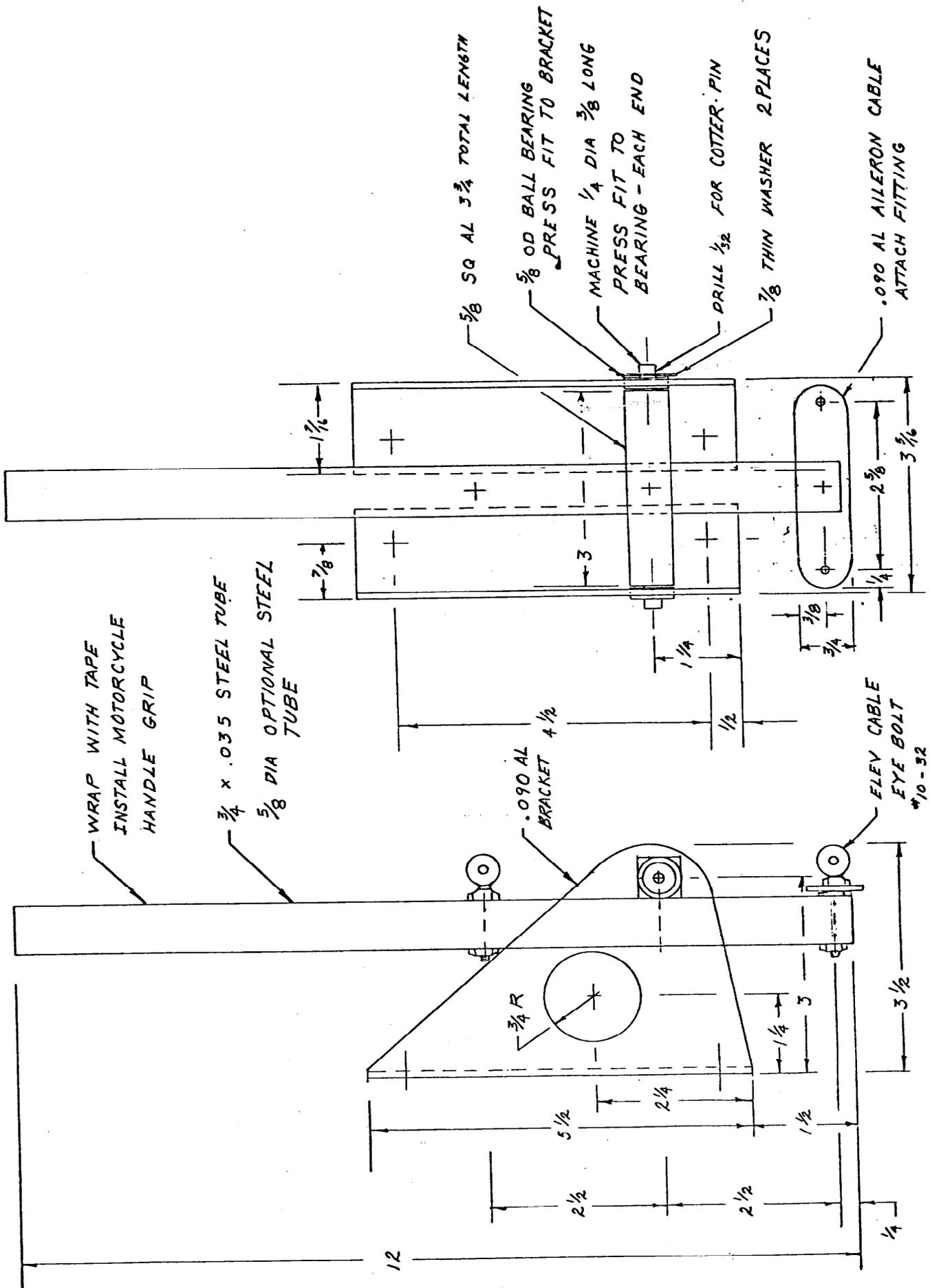
NOTE:

INSURE THAT BOLTS AN4-30 AND AN4-31 ARE SAFETY WIRED

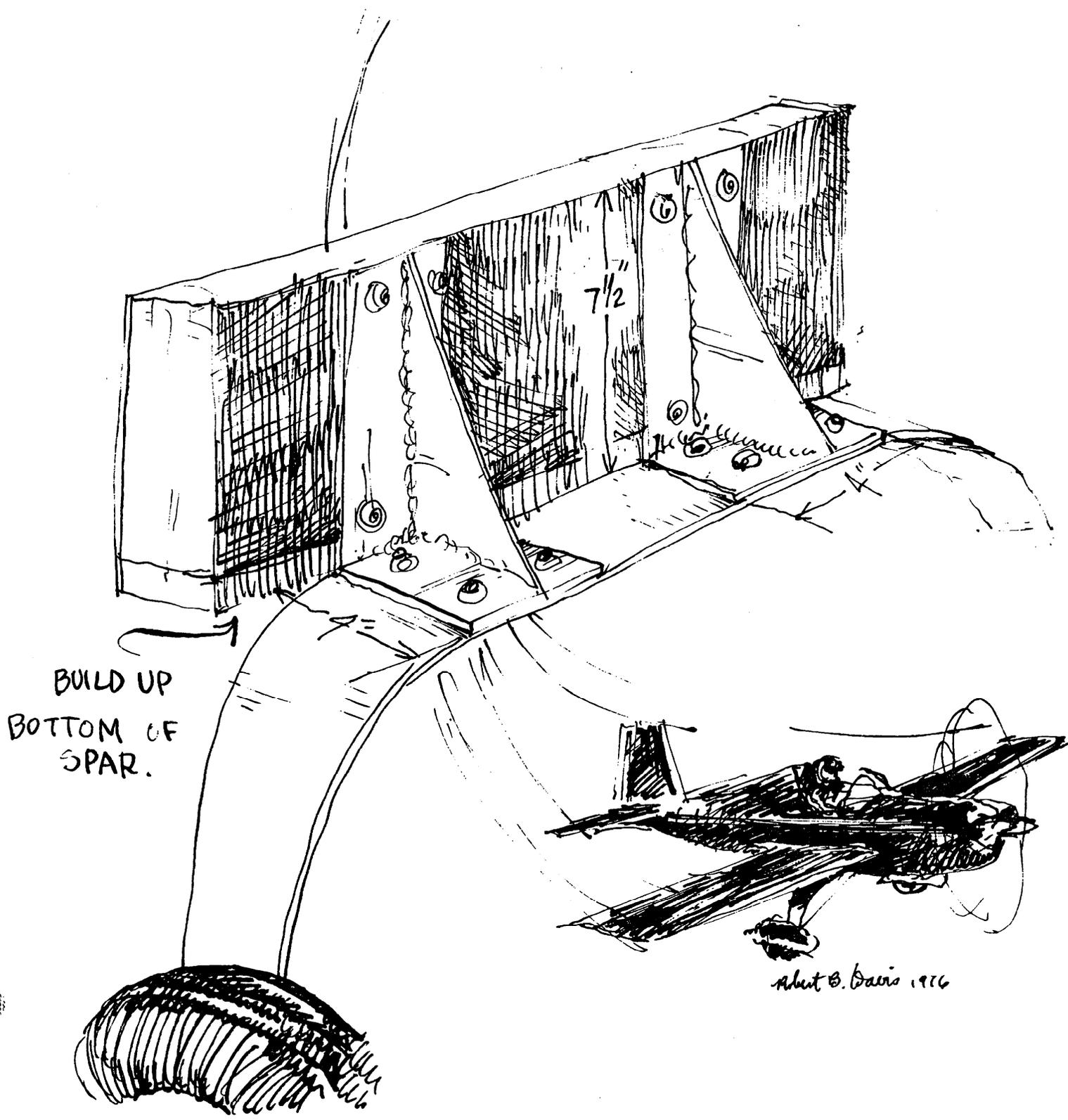
QUESTIONS & ANSWERS

Most of the questions I get are on the control system. One this page are two very good drawings of the control stick. This one requires welding to fabricate but looks like a nice stick assy. Many thanks to B.J. Lempa for the drawing.

On the flip side of this page is a drawing from the new KR-1 plans I'm sure these drawings will help answer the many questions. Notice the different measurements at the hinge points, either is satisfactory but I prefer 3" on the aileron attach points and also for the hinge point.



Many builders are planning on having a fixed gear in their KR's. They are not interested in speed so much as they are in just plain fun flying. This drawing was given to me by Frank Walker of Whitter, CA who plans on using this gear in his KR-1. Frank is going to use a 36 hp VW and expects to really enjoy his KR in this Southern Calif. climate.



Survey

I hope most of you take time to answer these questions. I'm trying to get some idea of how many KR-1s and KR-2s are being constructed and estimated time of completion. (plus a few other odds and ends). You don't have to send in this questionnaire...a separate sheet of paper will be fine. Results should be published in issue #13.

1. Are you building A KR-1 or KR-2?
2. How long has your project been under construction?
3. What is your source of parts and materials?
4. Are you making major or minor modifications to your KR?
5. Are you building the engine yourself or buying one already converted?
6. What brand, type, displacement or hp is your engine? i.e. Revmaster 2100, Barker 1700, Cont 65 etc.
7. Estimated completion date.
8. What would you like to see more of in the newsletter? Tips-drawings-pictures-questions and answers or something else?
9. Would you like to see newsletters devoted to one subject or do you prefer the mixture of ideas, etc.?

I think that about covers it. Any other thoughts or suggestions are welcome. Looking forward to hearing from you.

Ernest Koppe

Ernest Koppe
6141 Choctaw Dr.
Westminster, CA 92683
Issue #11

Bulk Rate U S Postage Paid Wstmnstr CA 92683 Permit No. 265
--