

# KR Newsletter

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OSHKOSH '77...I suppose there could be someplace or something, somewhere to be as interesting and fascination as Wittman Airport the 1st week in August each year but I doubt it.

I was there for the full week and I know there are things I missed. There is so much to see and just when you're sure you've seen it all, new arrivals or a previously overlooked exhibit that just has to be investigated, pops up.

There seemed to be no end of interesting forums. I attended several on various types of aircraft and engines. Fascinating!!

Ken Rand entered the efficiency contest as usual. He was clocked at 184.9 mph on the high speed run and 56.7 mph on the slow end. The high speed was pretty much as expected but the low end was a surprise. I know the KR-2 will fly slower than the speed it clocked. Maybe Ken ought to practice some slow flight techniques before next time.

The one thing that would make Oshkosh even better is for more KR's to show up. There were only seven this year...2 KR-1s, 4 KR-2s and the KR-3. Fred Kellar flew his very sharp KR-1 in from Alaska. Bob O'Day was back again this year with his KR-1. The KR-2 prototype drew the usual amount of interest but there were three other KR-2s trying to steal the show. I think Paul Deeter succeeded in getting much deserved recognition, his KR-2 was always surrounded by a group of admirers. Jim McCoy's nice KR-2 was also getting a good share of attention. Jim flew his craft in from Ohio. Dan Deihl flew his KR-2 to Oshkosh from Oklahoma with a passenger. Like all the rest of the builders, Dan was constantly fielding questions from other builders. Matter of fact, he was the surprise star of the KR forum. Dan's account of his first flight in his KR-2 had everyone in stitches.

I'm going to answer a question on Dan's plane before you guys write and ask. It is not a sliding canopy. It is a combination of Jodel canopy and a wind shield he made himself. Entrance to the cockpit is from the right side, thru a "gullwing" door.

Karl Schaarsmidt brought his KR-1 fuselage as a static display. He had some interesting ideas to show, a gear leg casting of his own design, plus a folding wing system under development. Write to Karl c/o Silent Wings, W 204 N 5022 Lannon Rd., Aeor Park Airport, Menomonee Falls, WI.

The KR-3...what can I say? I was amazed at the enormous amount of guys who were certain this was the aircraft for them. Many didn't even live near water but felt that this was an all around aircraft to do anything, anytime.

As some of you are aware, the KR-3 was launched into Lake Winnebago during the EAA Convention at Oshkosh. Purpose of the launch was to see how well the Amphibian would "get on the step", with light tests to be conducted at a later date in California. While there was a definite improvement over the last water tests, more hull design work was indicated. The step will be re-located and wider spray rails will be installed, then more tests will be in order. Plans will not be made available until everthing is satisfactory, so the hoped for September delivery has been set back approx. 30 days. Once the hull configuration is finalized there will be a notice in the KR Newsletter. All other details of the KR-3 have been worked out so plans will follow shortly after.

## QUESTIONS & ANSWERS

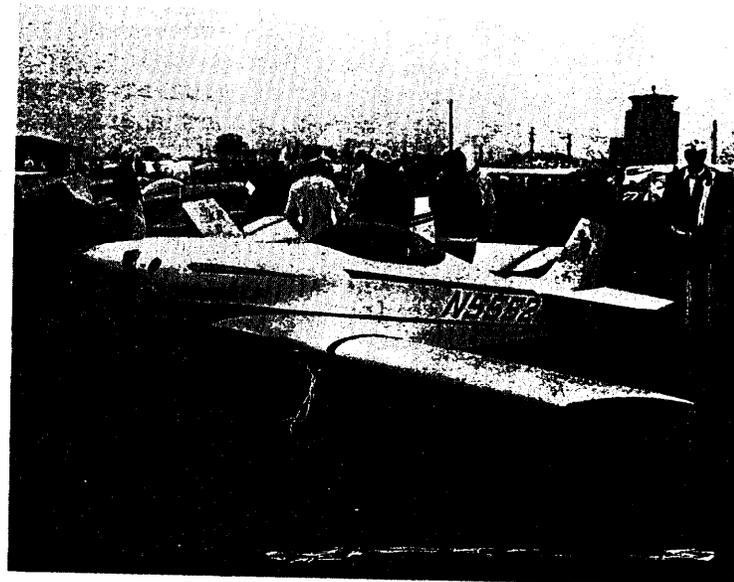
- Q. I'm having difficulty finding a fuel level sending unit for wing tanks. What do you suggest?
- A. Any available unit would probably be a compromise. Best bet is to select one matched to your gauge, then "customize" it by shortening (or lengthening) the float arm.
- Q. Where can I get the "Featherfil" sanding filler/primer referred to in your Newsletter?
- A. Rand/Robinson carries this product as well as several other new items. Send a SASE to R/R for the latest complete list of products and prices.
- Q. Are the back-up plates for the engine mount made from aluminum angle, channel or sheet? Do they extend the entire width of the firewall or are they localized?
- A. Any of the above configurations may be used. The idea of the back-up plates is to spread the compression loads thru the wood. Some builders are re-inforcing the firewall with alum angle or channel full width of the fire wall but a common every day back up plate is localized.
- Q. Has anyone used springs in hooking up the tail wheel, would it help ground handling?
- A. Rand recommends using a "no spring" correction for positive ground handling. There are compression springs available however that should work very well, plus giving the rudder cable some protection should the tail wheel hit a rock or hole in the runway.
- Q. I ordered (and paid for) some parts from Ted Barker, some of which was back-ordered. After several months I have not received either the back ordered parts or a refund of their cost. Several registered letters to him have gone unanswered. I know he received them because I have the signed receipts. Have any other builders had this experience with Mr. Barker? If so, would you please have them communicate with me? Fred Richen, 9917 152nd St. E., Puyallup, WA 98371
- A. All firms that do business thru the mails, at one time or other, will run into snags. It is my hope that Mr. Barker will straighten this matter out for you, although I don't understand why he has not replied to you correspondence.

## BUY-SELL-TRADE

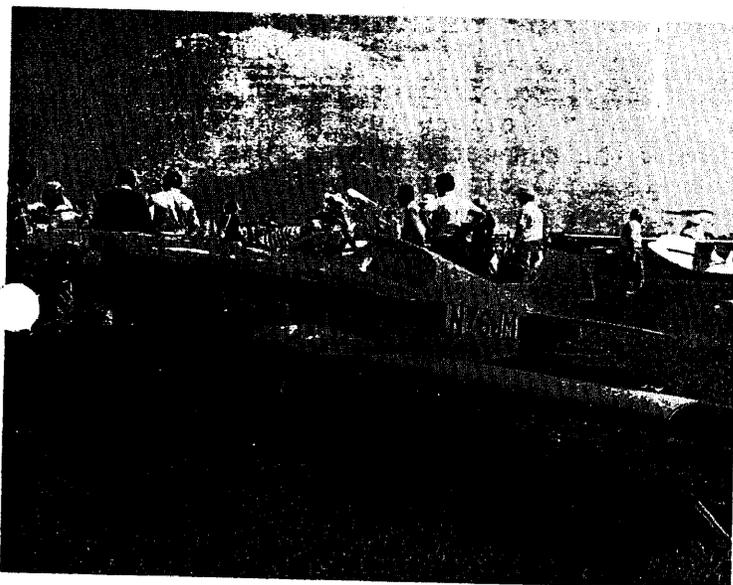
- FOR SALE...KR-1 (P-51 configuration) 70.5 hrs, new annual \$4,500.00 George Andrew, 1834 S. 10th, Milwaukee, WI 53204.
- KR-II patches, interiors, write for prices...Darwin Roach, 1158 Wanda Dr., Granite City Ill. 62040.
- FOR SALE...KR-2 project, fuselage skinned bottom and sides, wing spars partially completed, some Gillespie mods, remainder of spruce & plywood kits and much more \$375.00 or best offer by October 31st. Ken Neely, 1196 Morning Sun Dr., Pomona, CA 91767 (714) 623-2701.
- Mylar-Microspheres and more...send SASE for price list. Harold Middleton, P.O. Box 26277, San Diego, CA 92126.
- WANTED: Wood cruise prop for KR-2 1700cc VW. Jack Aldrich, 2404 Emory Ave., Bradenton, Florida 33507.
- WANTED to buy...A KR-1 or KR-2 (maybe a KR-3). I will baby it, brag about it and fly it! Please write or call...Bob Carr, Box 303, Mackinac Island, MI 49757 or phone 906-847-3557.
- Freon operated gear retract and extend. Less than 3¢ cost per cycle. Manual back-up. Send SASE for details. Kit available. Paul Pryor, Box 435, Mayagues, Puerto Rico 00708.
- Liquid foam. If you can't find it cheaper there, send \$33.50 for 2 gal. kit, \$12.95 for 2 qt. kit, \$9.50 for 2 pt. kit, UPS prepaid. Dual sticks, toe brakes, all metal, 8 pgs plans...\$1.25. Spar drilling jig, \$12.00 deposit with \$10.00 refunded on return less postage. Englemann spruce kits with Sitka wing spars...\$135.00. Poly vinyl chloride gas tank filler neck, cap, gasket, and key set, set of three...\$16.00 prepaid. Verne Lietz Box 234, Peshastin, WA 98847.
- FOR SALE: One piece fiberglass cowlings for the KR-2, includes firewall and baffle templates. Also ball bearing tail wheels. \$125.00 for both, I'll pay the freight cost. (U.S.) Dan Deihl, 4132 E. 72nd St., Tulsa, OK 74136 or phone 918-492-5111.



PAUL DEETER



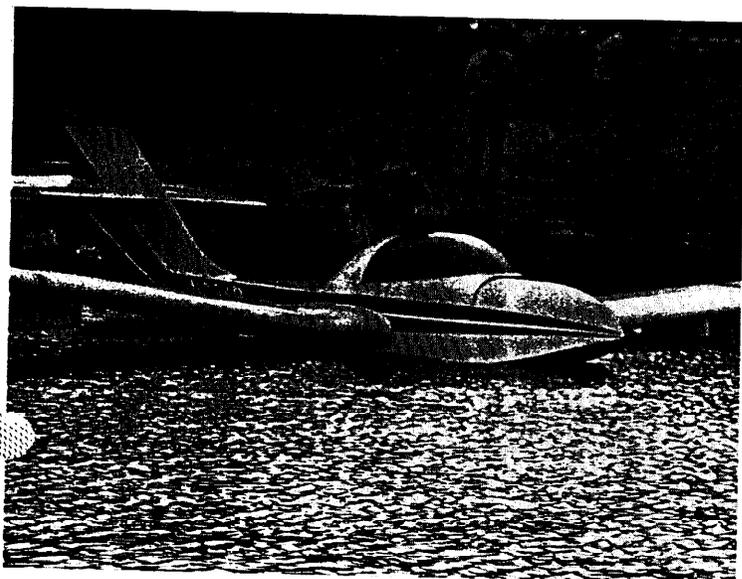
FRED KELLAR



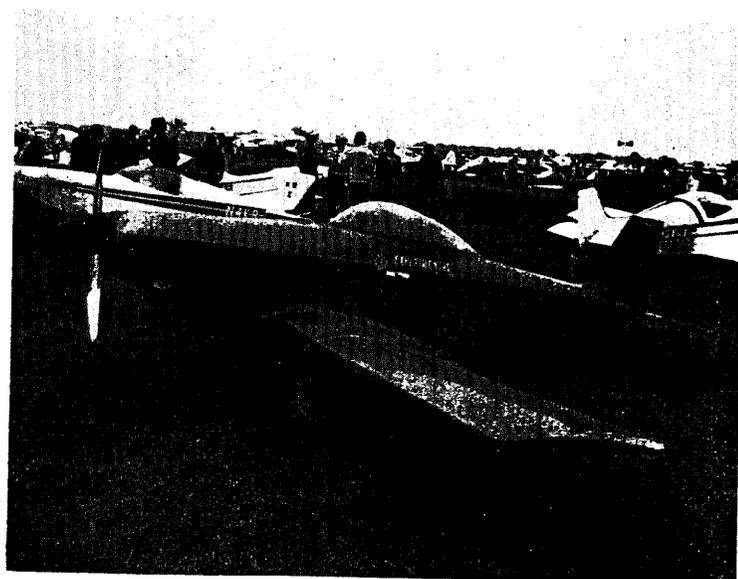
JIM McCOY



DAN DEIHL



KR 3 ON LAKE WINNEBAGO



BOB O'DAY

BITS & PIECES.....The address of the manufacturer of the Du series Garlock bearings is: Bearing Division, Garlock, Inc, 16 Springdale Rd., Cherry Hill, NJ 08003. Write to them for a distributor in your area.....Do you have an early set of KR-2 plans? Check to see that the rear outboard spars ar 78" in length. This measurement was originally mis-print as 72". All plans were thought corrected but one builder has surfaced with an uncorrected set.....Western Canada KR builders and VW buffs can get help with their VW engines from: Bow Wow Parts of B.C., 9553 120th St., Delta, B.C. Canada or phone 604-588-6011.....Bill DeFreze writes: "Airplanes are not a big job---just a ton of little ones." Right on!!.....How many of you guys are using Corvair mills in your KR-2? I've been getting an increasing amount of mail requestion info on these engines. How about some pro/con feed-back? Send your letter in today.....There is a KR-2 flying in Africa, belongs to Mr. Lot Esterhuysen of Windhock-9100 South West Africa. At least nine other KRs are under construction there.....In this day of metal airplanes, FAA inspectors that know wood are becoming a rarity. Don't try to get something questionable by an inspector just because he isn't aware there is more than one way to build an airplane. It could be your neck!

**\*SAFETY NOTE\*** Several KR-2 builders are using a 1" thick spring bar instead of the 3/4" listed in the plans. A problem has surfaced with this installation you should watch for: The 1/4" hinge bolts the spring bar rotates on receive more wear and stress with the 1" bar. Rand says to use 5/16" or larger if you use the heavier bar.

A more serious problem is the use of the high-pressure nylon oil line to carry oil pressure from the engine to the oil pressure gauge. An engine failure in a KR-2 resulted in a pilot fatality, failure of the nylon oil line was the suspected cause. Use a mesh reinforced line or electric gauge and sender, either is available at most auto parts stores. Don't let a 50¢ item ruin a \$5,000 plus aircraft or, more importantly, your life!

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