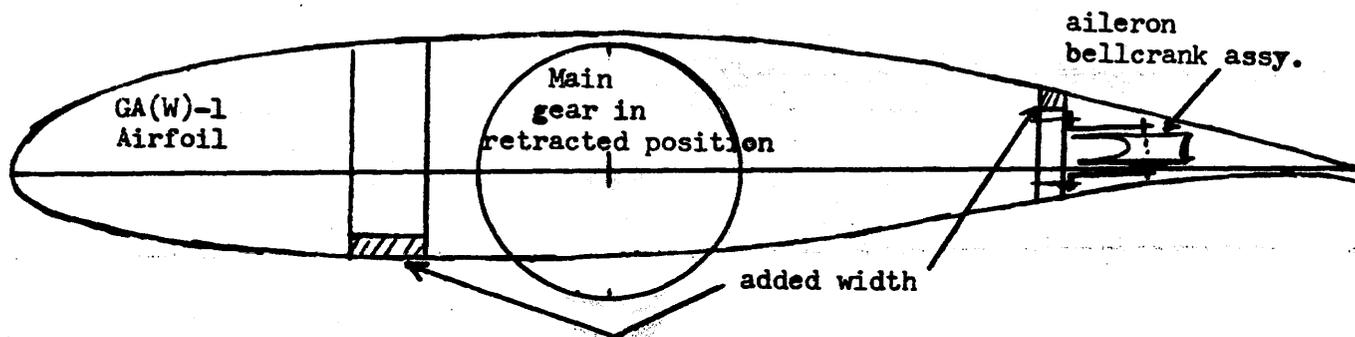


This is the first issue newsletter to keep builders, pilots or anyone else interested, informed of developments, techniques, and modifications by other builders and pilots to the KR series of aircraft. Featured in each issue will be tips from builders, photos or drawings of projects in various stages of construction and a buy, sell or trade section

Because of the rising cost of fuel, maintenance, tie-downs, etc., the KR type of aircraft is like a light at the end of a long tunnel. Pilots of limited finances (like myself) who would otherwise not be able to enjoy flying their own plane, are getting into the air in numbers.

The ease and speed of construction (as little as 2½ months in the very nice Wicks Organ KR-2) together with economical performance has made this type of aircraft the answer to every pilots dream.

There will be a pipeline to the Rand/Robinson "skunkworks" through this Newsletter. Ken Rand and Stu Robinson have always made themselves available to anyone wishing information, however, the number of builders has grown so much, a need for a newsletter or info sheet was fast becoming necessary. So her it is, hope you enjoy sharing thoughts, comments or criticism.



Additional width on front and rear spars to accomodate thicker GA(W)-1 airfoil added after the spars were installed in fuselage also provided more room for gear retraction and aileron bellcrank assy.

PROGRESS REPORT

Since this is Issue #1 and as yet I have not received much correspondence from other builders this report is going to be on my own project.....my project is a KR-1. The wood fuselage is complete and on the gear with the horizontal stab., foamed, covered and installed. The forward fuselage was stressed to support a larger engine. I am going to use the GA(W)-1 airfoil with a 120cm chord center section, tapering to 80cm at the tips. Ken Rand has had excellent results with the R.A.F. airfoil so it is mostly thru curiosity that I am using the GA(W)-1. The stick assy is completed and installed and currently the cables, turnbuckles, etc. are being installed for aileron, rudder and elevator control. I have purchased all materials to complete the plane with the exception of prop and instruments. Also purchased is a 1500 VW engine converted to 1700cc and most accessories to convert to aircraft use; slick magneto, Honda alternator, Barker type prop hub and three inch extension. To date I have invested less than \$1300.00 and about 300 hrs. time.

BUY SELL TRADE

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

WANTED...For KR-2, control stick, heel brake pedals. Contact Bill Townsend, 234 Charles St., South Meriden, Conn. 06450.

FOR SALE...New 140 mph Air Speed. Looking for 200 mph Air Speed. Contact Paul Barton, 751 Gradient Dr., St. Louis, MO 63125.

FOR SALE...1834cc VW engines with prop hub as in Ken Rand's KR-1. Just \$975.00 w/o mag. Ready for airplane KR-1 or-2. Dave Egelhoff, 1747 James Pl., Pomona, CA 91767 or phone 714-624-7482.

***Note in regard to the last ad. Ken is currently rebuilding his KR-1 to use the larger 1834cc engine and other modifications. There will be a report on his plane in the next issue.

QUESTIONS & ANSWERS

In answer to many requests for previous newsletter issues....this is the first one...many more to follow.

Q. Is the Rand parts kit the best way to go?

A. Due to quantities ordered by Rand/Robinson, they get the best price available and do their best to pass them on to builders.

Mike Even, R.R. #1, Box 218, Barrington, IL 60010 is looking for builders in the Chicago area...NW side.

John Dowling is considering modifying his KR-1 to a Formula V racer. He is looking for info on installing a fixed spring landing gear and a fast back canopy. Contact him at 1326 Stimson Ave., La Puente, CA 91744 if you can help. (Hey, John, let us know how it works out!)

Keep those cards and letter coming!!!

TIPS FROM OTHER BUILDERS

When sanding foam to the desired shape, use care not to over sand. Some builders are making the mistake of removing too much material. This leaves the wood spars or ribs slightly higher than the surrounding foam surface, which means when covered with dynel and epoxy, there is an uneven surface that cannot be sanded smooth without seriously weakening the bond between the skin (foam, dynel & epoxy) and the load carrying spars.

Use a sanding block or board long enough to span the surface to be sanded and be supported at both ends by spars, ribs or other formers. Use smaller strokes with less pressure as the sanded foam nears desired shape. NOTE..finish sanding can be accomplished using foam itself as a sanding block!

Some things to watch for....1. Do not leave gaps between spars and foam blocks (a good glue joint adds strength and is easier to sand). 2. Do not get adhesive on surface to be sanded (it comes off in chunks and leaves holes). 3. A clean surface is easiest to apply dynel and epoxy (vacuuming with a wand type vacuum works wonders). With reasonable care your project will not only be stronger but will look better.

Attention all builders...to date, one of the largest benefits to me has been meeting and working with other builders, sharing their thoughts and ideas. If you are building a KR-1 or -2, please write to the Newsletter and share. Send pictures and/or drawings of modifications. All pictures will be returned if a self-addressed stamped envelope is included.