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NEWSLETTER

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** A monthly publication for communication between KR builders and pilots world wide.**
Edited & published by Ernest Koppe, 6141 Choctaw Dr., Westminster, CA 92683 714-897-2677

OSHKOSH "80"

The 1980 EAA Fly-in and Convention has come and gone. As usual, there was so much happening, it was impossible to see it all. Planes of all types and sizes, ultralights, and rotor craft were on display and there just isn't enough time to completely sate your curiosity. New designs were present, like the new "Glassair" a super slick, full size, fiberglass aircraft, and the "Dragonfly" a two place version of the foam/fiberglass Quickie. Of course the Vari-ezes were there in overwhelming numbers, I think someone said there were fifty of them, each like the other as peas in a pod. If it weren't for different paint schemes you couldn't tell one from the next.

But, oh the KR's! There were 16 at Oshkosh this year and each as individual as the builder wished to make it. Each had two wings and a tail where it should be but there the similarity ended. Never has there been an aircraft design that encourages so much modification and tinkering as do the KR's! Some may call it lack of design but that isn't really true. The KR's are designed to be simple! And the basic design criteria for the KR-1 and KR-2 was simplicity. It is you and I, the tinkerers changing this and modifying that, that have given our KR's their individuality. And for that I am grateful to Ken Rand and his marvelous designs. Through them I am able to share some of the joy of creativity, of being able to point with pride at my aircraft and say...I did it!

The KR's at Oshkosh aptly demonstrated this phenomena of individuality, ranging from basic beauty to magnificently modified and all the areas in between.

Unfortunately, due to liability laws and other various and sundry reasons Rand/Robinson Inc. does not recommend or encourage these modifications and departures from the plans...so if we want to change anything we are on our own.

Appearing at Oshkosh were the following KR's.....

KR-1 N80208 Pilot.....Jim Evans

Jim flew this sharp turbo charged aircraft in the LBF 500 and would have finished very respectably except that he missed a pylon and was disqualified. Jim's average speed for the 500 miles was 166 mph. Not bad for a 560 lb. KR-1!

KR-2 N2AL Pilot.....Roger Phillips Builder.....Al Starke

Another entry in the LBF 500. Roger had to drop out when his spinner decided to part company from the prop. Damage was minor but further participation in the race was out. This was the 2nd appearance at Oshkosh for this very nice KR-2. Last year it was awarded the Ken Rand Memorial Award.

KR-1 N31123 Pilot.....Steve Bennett

If you haven't seen this KR-1 you just haven't been looking. Steve has been from Tennessee to Texas and from California to Kansas. E.A.A.'s "Sport Aviation" magazine has pictured Steve's KR-1 in two or more issues and also in the 1980 EAA Fly-in and Convention program.

KR-1 N21KC Pilot.....Keith Campbell

The "Lil Pretender"...an economy size warbird. It is not a replica of any particular aircraft but is reminiscent of all the WWII fighters you've ever seen. An excellent example of a fun aircraft.

KR-2 N612W Pilot.....Jim Dexter

A tri-gear KR-2, one of a kind and no plans exist. Jim flew in with two other KR-2s from Kansas City, MO. Last year he made the trip alone and said this year was much more fun.

KR-2 N78TG Pilot.....Tom Claeser

A very nice KR-2! This KR was a definite contender for the Ken Rand Memorial Award. An interesting modification on Tom's KR was the use of welded 4130 gear struts instead of the aluminum castings. According to Tom they are working very well.

KR-2 N8068Y Pilot.....Take Takenouchi

Turbocharged! That was the only visible deviation from the plans on this KR-2. Take (pronounced TAH-KEY) had built a VP-1 previously and decided a little more performance was in order. His was the fastest of the three KR's flown in from Kansas City.

KR-1 N2263D Pilot.....Randy Hebron

I heard of this KR-1 from the people who had attended Lakeland earlier this year. Definitely an aircraft to see in person. Randy modified almost everything! I don't have room here to repeat the fine article in the August issue of "Sport Aviation" but I'll give you a partial list of the mods: updraft cooling, Bendix-Zenith carb., engine driven fuel pump, tuned exhaust, no fuselage fuel tank, 12 gal. capacity tank in each wing, heel brakes, center control stick, full length flaps (no ailerons), spoilers, a roll-over structure and a tail wheel made from a snow mobile bogey wheel. On top of all this Randy used Imron paint for a beautiful finish. An outstanding aircraft.

KR-1 N2MH Pilot.....Mike Howard

4½ years went into the construction of the beautiful KR-1 and it was obviously time well spent. Mike arrived at Oshkosh with his "cold weather" canopy installed due to the many summer thunder storms. Normally, an open style cockpit is installed to really taste the sheer joy of flying.

KR-1 N31227 Pilot.....Don Dole

You have to look twice at this KR-1 to confirm it is actually a KR. Fixed landing gear with wheel pants and a full windscreen and canopy give Don's KR a more conventional appearance. Named "Quicksilver" by its owner, it is as slick as the name would imply.

KR-2 N4DD Pilot.....Dan Diehl

No KR has accumulated as much time as N4DD. Over 600 hours have been logged and Dan was at the stick for everyone of them. The addition of a turbocharger over a year ago and the recent addition of Warnke's new "almost constant speed" prop has boosted the performance of N4DD by approx. 20%. Dan has been a KR Designee since the idea was hatched by Bill "Reverend Billy" DeFreze and has been a constant contributor to the KR Newsletter. Look for his article on "How to Turbocharge the VW Engine" in the recent back issues of the Newsletter.

KR-2 N29JW Pilot.....Joe Weber

I can't count the number of times I've been asked the following questions: Can you operate a KR from a grass strip? How much runway do you need? Joe could answer both questions better than I, he flies his KR-2 from a 1300 ft. grass strip behind his Wisconsin home! There are no flaps, divebrakes, or over-size wheels on N29JW. Its stock KR all the way. A fence looms at each end of his strip so Joe doesn't carry passengers there. A short hop to a neighboring airport is made if the right seat is to be occupied. Anyway, now when someone asks those questions....I'm ready.

KR-2 N36J7 Pilot.....Buck Buchanan Builder.....Jim Loudon

It's a long way from California to Oshkosh, even by air. Jim's KR has made the trip twice, both times without him. This year, Buck Buchanan and his wife, Jo, borrowed the KR-2 to use as vacation transportation. Other than some bumpiness over the Rockies and waiting out some thunderstorms, the trip out was uneventful..."Just a great way to travel," said Buck.

KR-1 N25170 Pilot.....Ray Ellis

Ray's sliding canopy of his KR was the fore runner of many more. This KR-1 was finished five years ago and Ray sent pictures and descriptions of the sliding mechanism for the rest of the Newsletter readers to share. Ray has since become one of our KR Designees and is constantly aiding a fellow KR builder thru one of the many ambiguities in the plans. A recent change in engine mounts has produced a more stable aircraft, Ray reports. The original Rand aluminum channel style mount was exchanged for the welded steel tube type.

KR-2 N47JJ Pilot.....Jere Rosser

"Tweety Bird" is Jere's name for this beautiful, yellow KR-2. It fits. The plane just oozes with a light hearted, happy-go-lucky feeling you would associate with such a name. There are no modification to catch your eye but the aircraft still stands out as an example of what the KR idea is all about...fun flying. You can bet the excellent workmanship in Jere's KR-2 was noticed by others. The announcement at the KR forum that Jere's "Tweety Bird" was to be awarded the Ken Rand Memorial Award surprised only him. Jere Rosser was asked to become a KR Designee and replied that he would be delighted. Jere's address is: 2305 Wilderness Way, Marietta, GA 30066. Phone (404)977-0843. Look him up, give him a call, or write him a note. He is ready to help.

KR-1 N1436 Pilot.....Ken Rand

The progenitor of all the KR's, the pioneer of homebuilt composite construction, much changed since its creation as a 36 hp VW powered oversize model, the latest modifications were turbocharger, constant speed prop, sliding canopy, flaps, electric trim, and auto pilot. Jeannette Rand asked me to deliver N1436 to Oshkosh where it was presented to the E.A.A. Museum. As the presentation was being made all other aircraft cleared the skies and three KR's took to the air in a tribute to Ken Rand and his designs. Paul Poberezny, founder and president of the EAA accepted the aircraft from Mrs Rand as Jim Evans, Jere Rosser and Dan Diehl flew their KR's by in formation.

Well, there they are....the KR's at Oshkosh. Now let me say a few words about all the wonderful people. My wife and I stayed at the campground this year in a group with Ray & Dorothy Ellis and family, Joe Wallace and his son Pat, "Reverend Billy" Defreze, Don Thompson, Dan and Tom Diehl. Each night, after the airshow, groups of KR builders and pilots would drop by for an informal get-together to compare notes and exchange ideas. These gatherings were the icing on the Oshkosh cake and were worth the trip even if there hadn't been an airplane in sight!

Next year we're trying to arrange accomodations in the University dormitories for anyone interested. If we get enough people, the University will reserve a whole floor (hopefully!) for the KR group. Price is very reasonable, \$9.00 a day for singles and \$14.00 a day for doubles. If you think you would like to be a part of the group, make out a check to the University of Wisconsin-Oshkosh for \$9.00 or \$14.00 as a deposit (refundable if requested in writing by July 15th) along with your phone number and the name of who will be with you if want a double (two single beds). Food at the University is excellent and very reasonable. There is parking space for those with cars and a bus runs regularly between the fly-in and the dorms for those without. So, send me your checks and I will forward them to the University. The sooner we get the applications in, the better chance we have of getting a floor set aside for the KR's. So reply as soon as possible as I will be mailing the applications in on Oct. 15, 1980. See you at Oshkosh 811

****SAFETY NOTE**** Rand/Robinson reports some builders have reported finding cracks emanating from the area around the hole in the center of the prop hub. Make this area one of regular inspections. Do not use the propeller if you discover these cracks.

HAPPENINGS

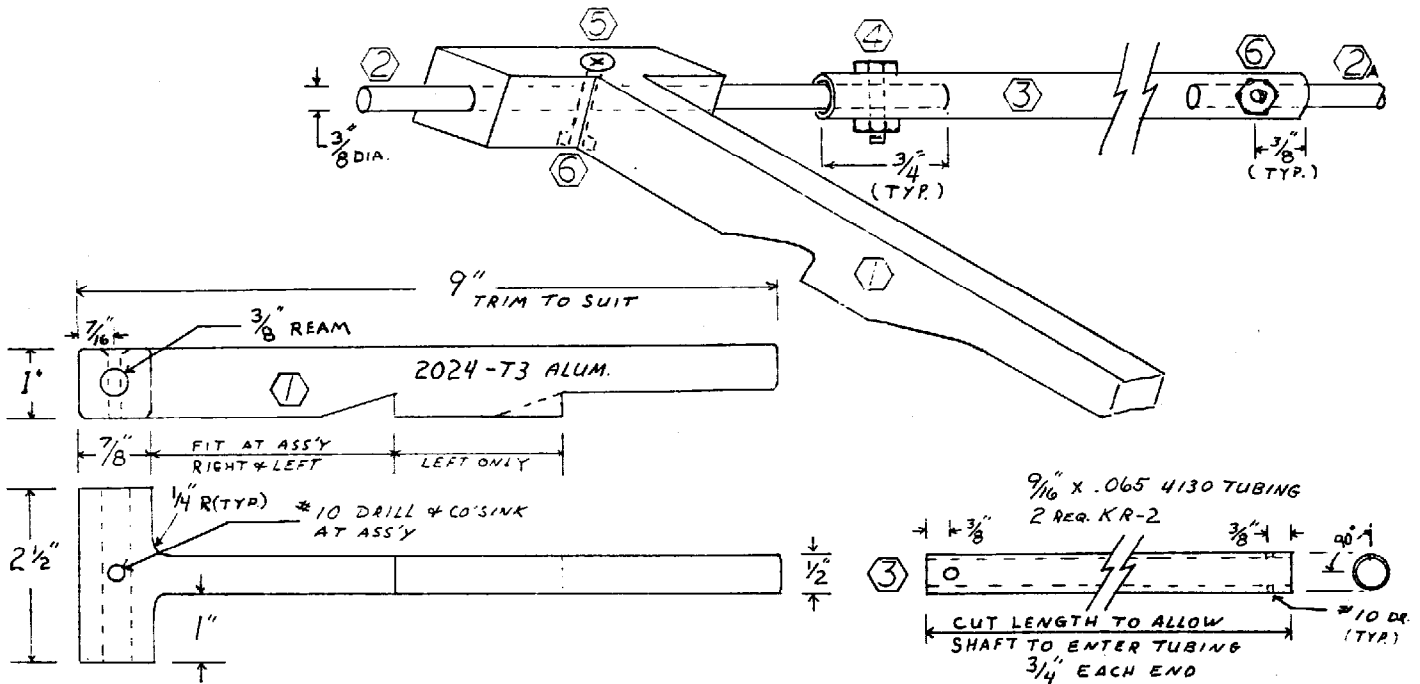
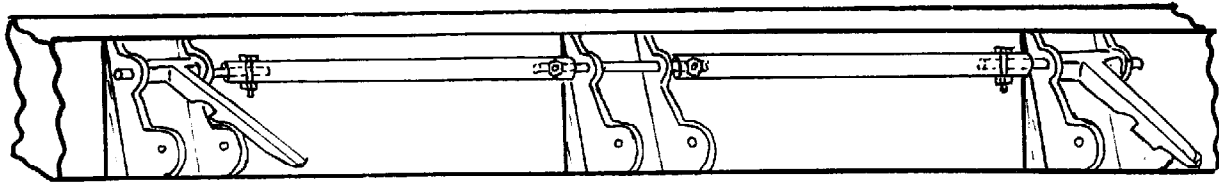
Sept. 19-21, Kerrville, Texas. 16th annual Southwest Regional Fly-in. Contact Bob Reese, Rt. 4 Box 305, San Angelo, TX 76901 (915)658-4194 or 949-2886

Sept. 19-21, Baltimore, MD. 11th annual East Coast Regional Fly-in. Martin State Airport. Contact Gene Brown, 9028 Hickory Hill Ave., Lanham, MD 20802 (302)577-3070.

Oct. 1-5, *TULLAHOMA* 2nd annual E.A.A. Fall Fly-in. Don't miss it.

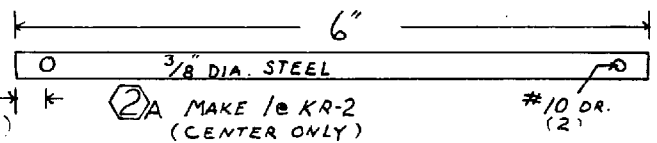
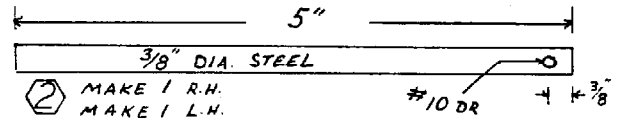
Oct 4-5, Redding, CA. 9th annual Octoberfest and Fly-in. Contact Curly Medina, 1156 Lake Blvd., Redding, CA (916)241-7737.

POSITIVE ONE HAND LATCH SYSTEM



INSTRUCTIONS

1. DRILL & REAM $\frac{3}{8}$ " HOLES IN CASTINGS IN LINE. ($\frac{1}{4}$ " HOLE IS INCREASED TO ALLOW ENOUGH SHAFT DIAMETER TO BOLT THRU WITH #10 BOLT).
2. DRILL #10 HOLE IN $\frac{3}{8}$ " DIA. SHAFTS PER SKETCH. CUT TUBING LENGTH TO FIT BETWEEN CASTINGS WITH 1" CLEARANCE EACH END. DRILL (2) #10 HOLES IN TUBING. DRILL HOLE IN ONE END AT 90° TO OPPOSITE END. (TUBING I.D. IS $\frac{1}{16}$ " LARGER THAN SHAFT TO ALLOW FOR MISALIGNMENT OF HOLES IN CASTINGS).
3. MACHINE LATCH LEVERS PER SKETCH. Do NOT DRILL #10 HOLE OR CO'SINK LATCH LEVER UNTIL THE ENTIRE UNIT IS ASSEMBLED.
4. INSTALL SHAFTS IN CASTING & FIT LATCH LEVERS. WHEN YOU ARE SURE NOTCHES FIT, BOLT TORQUE TUBES TO SHAFT & CENTER SHAFT ASS'Y. MAKE SURE THAT BOTH LEVERS ARE IN FULL CONTACT, GEAR DOWN. DRILL #10 THRU LATCH LEVER & SHAFT, BOTH SIDES. CO'SINK #10 HOLES IN BOTH LEVERS, INSTALL FLATHEAD SCREWS.
5. FASTEN SPRING TO FRONT END OF LATCH LEVER, EACH SIDE. ADJUST TENSION TO SUIT.



MATERIALS LIST

ITEM	QUAN.	DESCRIPTION	TYPE	WHERE USED
①	2	1 X 2 1/2 X 9	2024 T3 ALUM	LATCH LEVERS
②	2	3/8 DIA. X 5	STEEL	LATCH LEVER SHAFT
②A	1 (KR-2 ONLY)	3/8 DIA. X 6	STEEL	CENTER SHAFT
③	2 (KR-2) 1 (KR-1)	9/16 X .065 X (VARIES)	4130 TUBING	TORQUE TUBE
④	4 (KR-2) 2 (KR-1)	AN 3-14	BOLT	TORQUE TUBE TO SHAFT
⑤	2	AN 509-10R21	FLAT HEAD SCREW	LATCH LEVER TO SHAFT
⑥	6 (KR-2) 4 (KR-1)	AN 365-1032	NUTS	

BUY \diamond SELL \diamond TRADE

HAVE SOMETHING TO SELL?

Advertise it in the KR NEWSLETTER
25 words FREE to NEWSLETTER subscribers
seeking or selling parts for their KR's.

Other rates are as follows:

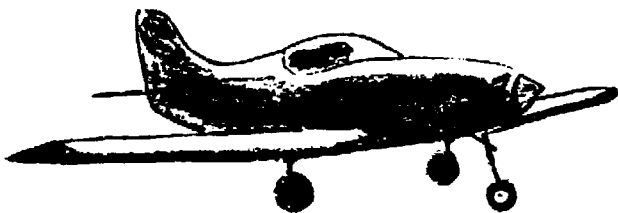
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FOR SALE: KR-2 project on gear, some foam work done. Bill Henderson, 816 E Edna Pl. Covina, CA 91723 or phone days (213)331-3307 or home (714)594-7787.

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***Send S.A.S.E. for more info. Dan Diehl, 4132 E. 72nd St., Tulsa, OK 74136 phone (918)492-5111.

FOR SALE: KR-1 project. On gear, ready for foam/fabric. Outer spars ready to install, fighter style controls, complete hardware, dynel (enough for 2 planes), all plans, parts receipts, drawings, logs, & newsletters. Superb craftsmanship, FAA inspected. Must sell. Contact Jim Linville, 612 Glenrose Ln., Cincinnati, OH 45244 or phone (513)528-2523.

FOR SALE: KR-2 project. Basic fuselage spruce work completed. Center spars complete and signed off. All woodwork done by professional cabinetmaker...\$700.00 D.A. Engel, Rd #2, Parkesbury, PA 19365 phone (215)593-5274.

FOR SALE: KR-1, 85 hrs total time, 1700 cc VW, Great American prop, Radair 10, well instrumented. Pictured in Dec '79" Sport Aviation....\$4500. Contact Danny McCormack (512)494-6832. Also have R/R 3 blade prop for \$260.00.

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"ENJOY THE BIBLE"

The landing gear latch system drawing in this issue in one used by Ron Sorrell in his KR-2. Duane Hensly, a friend of Ron's brought the drawings to Oshkosh to give to us. We appreciate them. Several friends of Ron's and Eugene Musynski's were at the Convention, all expressed a deep sense of grief at the loss of these two friends.

The modifications and tips appearing in the KR Newsletter are from builders like yourself. Rand/Robinson Inc. wishes to go on record as not approving of any construction method or device not appearing in the KR plans and that the KR Newsletter is not a publication of Rand/Robinson Inc.

While we are on the subject: Always use discretion and common sense when making any modification. Remember, you are probably going to pay a weight penalty for every change you make in your KR. Think ahead! What other changes will have to be made to accommodate that *BRILLIANT IDEA*! You might want to reconsider.....

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