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 SEPTEMBER  
 1982



KR NEWSLETTER

	RATES		
USA	\$12.00	Yr	
CANADA	\$15.00	Yr	U.S.
OVERSEAS	\$20.00	Yr	Funds

A basis for ideas and food for thought only. Use of any of the idea material is at the user's discretion. Not affiliated with Rand/Robinson Engineering Inc.

Someone once said that all good things must come to an end. I don't believe it. Good things are forever...like diamonds. They do change however, for without change we stagnate. There have been a lot of good things happen to me over the years. One of them has been the privelege to write, edit, publish, and generally circulate the KR Newsletter.

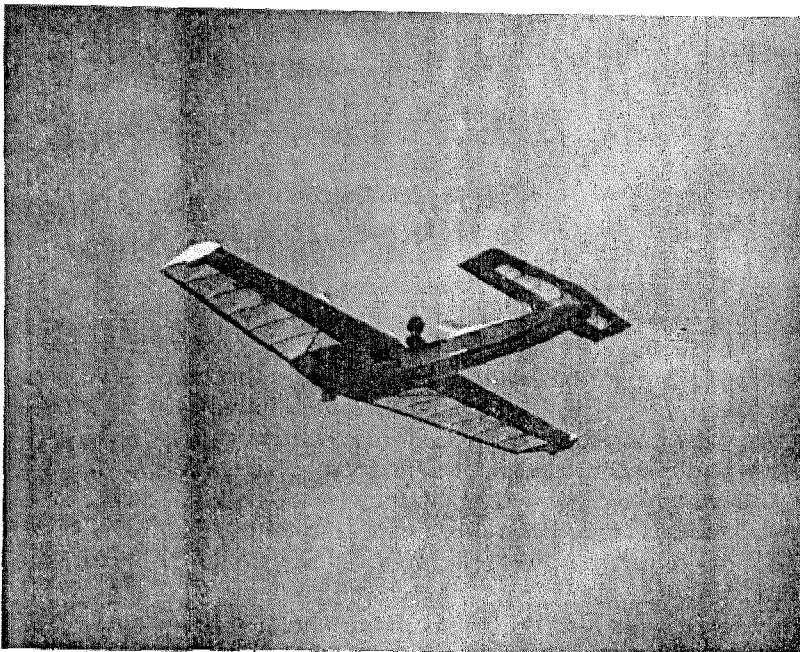
Now, it is time for a change. You, as a subscriber, deserve the best, latest, and most accurate information on KR's that is available. I can no longer supply the hours that this kind of service demands. It is time for me to turn the KR Newsletter over to someone who can and will devote the time that you and the Newsletter deserve.

It's a tall order. I think that only another KR builder could hope to understand the problems you face in building your KR. There is a KR builder willing to shoulder this responsibility. He has struggled thru the various plans errors and now has an almost complete KR-2. He has not yet flown his own KR but has flown in N4DD. He knows the reasons for which he and you are building. John Forrester is his name.

John lives in the Denver, Colorado area and is a focal point for the local group of KR builders. I have spoken with him many times over the phone and recently had the pleasure of meeting him personally at Oshkosh. He impressed me as a very knowledgeable and capable person and I feel that John can give to the KR Newsletter the expertise needed to continue its prime function...to inform you, the KR builder.

That's enough from me about John. I'll let him introduce himself via his thoughts, impressions, and photos of Oshkosh "82" on the following pages.

Meanwhile, I just have to show you the reason I'm turning the reins over to John. The picture here is obviously not a KR. It is an Ultralight, an amphibious ultralight with retractable landing gear. The XTC as we call it (pronounced ecstasy) was designed and built by Dan Diehl and myself. We've introduced it to the public via the local airshows and Oshkosh and will have it at the Kerrville fly-in. Response has been overwhelmingly enthusiastic so we are tooling up to produce the XTC in kit form. Hence, the necessity to have someone else do the KR Newsletter. I will continue to submit articles to John for the



Newsletter on a probably somewhat irregular basis. The KR aircraft and the KR builders have become a part of me, of my life. I'll always regard the seven years with the Newsletter as some of the best of my life. Thanks to you and to Ken Rand and his dreams for making them possible. Keep 'em flying!

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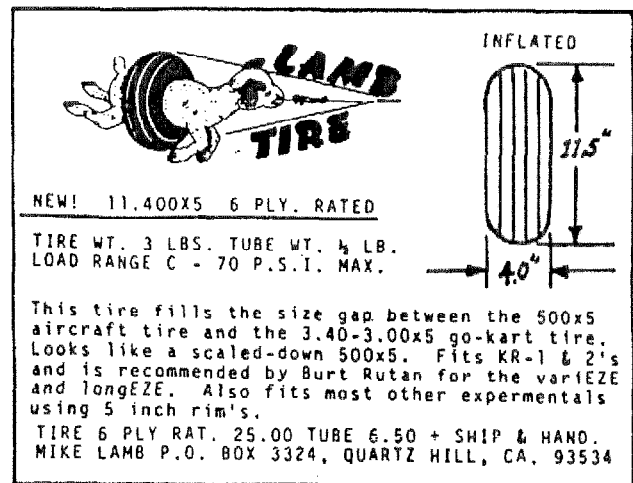
BUY SELL TRADE

FOR SALE...New R/R easy eye tint canopy for KR-2. \$80.00 plus shipping. New Dix crossover exhaust for VW (except Revmaster with bottom oil cooler) \$150.00 Floyd Koppenhaver (717)692-2572 days.

FOR SALE...KR-2 project. On gear (DeFreeze tri gear) heel brakes. Approved for cover horiz. stab. glassed, have glass cloth, some foam, Diehl cowling, Pollywagon windshield, shoulder harness, belts and fittings. Controls installed. Many extras. Also Revmaster 2100D engine (new). Well over \$4,000 invested. Make offer. Call (405) 223-5544 after 5 central time or write to Geoff Jones, Rt. 5 Box 29, Ardmore, OK 73401

WANTED...operable Nav./Com. -Narco Escort 110 - Genave Alpha 100/200 or similar. M. Quintana Gutierrez, P. Rabago, No.3 Torrelavega-Santander, Spain

FOR SALE...KR-1, N52KK. 1600 VW, Great American prop. 2 hrs. T.T. Sign off by FAA & new annual by A & P. Asking \$3300. Vern Meyer (816) 741-4778 no collect.



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QUESTIONS & ANSWERS

- Q. I am considering a free-caster tailwheel rather than a steerable one. Have you heard from any other builders about this?
- A. All the KR's I have seen have used the steerable tailwheel as in plans or a modified version of it. A full castor tailwheel would require a very good set of brakes, something the KR's do lack.
- Q. What is the maximum weight of a KR-2?
- A. You don't say whether you mean empty weight or gross weight so I'll give you what I know of each. There is a KR-2 with an empty weight of 760 lbs. It is flown regularly and often carries two people. This is 300 lbs. over the empty weight the aircraft was designed for. Personally, I think a KR-2 should have a max. empty weight of 600 lbs. Gross weight is listed by R/R as 900 lbs. Many KR's are flown at 1000 lbs gross and some have flown at 1200 lbs. I do not advocate flying over the 900 lb gross weight as set by R/R. The landing gear is usually the first to show the effects of overweight aircraft. Most of you have noticed the splayed gear in many KR-2's. The real hazard tho is in stall and flight characteristics. Stall speeds rise dramatically on the heavyweights and the rate of climb deteriorates to something less than what you're building your KR for.
- Q. I've decided to install, in my opinion, a more stout landing gear system. Can the landing gear be bought separately from R/R?
- A. All the metal pieces in the aluminum and steel kits including the landing gear are available separately. Check with R/R for prices.
- Q. Do you skin the fuselage sides before you put them together?
- A. I always have, but several builders have applied the plywood skins after the fuselage framework has been put together.
- Q. What kind of wood sealer or coatings do you suggest for the fuselage?
- A. I use a sanding sealer of the type available at most hardware and paint stores. Fiberglassing the entire fuselage has been recommended by some and this does leave a very durable surface. It also adds weight.

NEW FROM R/R

Rand/Robinson parts catalog...R/R now has a pictorial parts catalog that shows most, if not all, of the items they keep in inventory. You can get this catalog free by sending in a stamped (two stamps) self-addressed, business size envelope.

OSHKOSH "83"

There was a mistake in the last Newsletter. The price of rooms at the University are \$15.50 per night instead of \$15.00 as was printed. Several reservations have been received by Linda Bennett already. Will the senders please forward an additional 50¢ per room to cover the discrepancy. Also, many of the reservations that came in did not have arrival and departure dates listed. The University needs this info to schedule occupation of the rooms. If you did not include these dates with your reservation please contact Linda now. The address to send the 50¢ and/or the arrival/departure dates is: Linda Bennett, 2606 N. 125th Cir., Omaha, NE 68164. The deadline for getting reservations to Linda is Oct. 15th so if you haven't reserved your room yet, do it soon!

*A Word from the new Editor*

KR FEVER! I caught it in 1977 and began construction in 1978. My KR-2 is now getting those last minute details taken care of and should be airborne soon.

My name is John Forrester, and as you now know, I will be publishing the KR Newsletter from now on. I'm sure that this announcement will bring on plenty of questions, so I will try to answer some of them now.

First. Who is John Forrester? I have been a mechanic for 11 years and a pilot for over 10 years. I have logged over 500 hours of flight time in several aircraft, varying from Cessna 150s to DC-8s. I belong to E.A.A. Chapter 43 in Denver, Colorado and have been a member of the International Aerobatic Club for several years. (No, I don't intend to fly aerobatics in my KR.)

I own F.A.S.T. (Forrester Aviation Supply and Technology, Inc.) which supplies parts and design work for general aviation and experimental aircraft. I have also purchased the "Sting" exhaust header system tooling from Ernest and it will be marketed by F.A.S.T.

I am presently building a slightly modified KR-2 that is rapidly approaching completion. It has longer wings, fixed windshield, gull wing door, better tips, full electric, full upholstery, and IFR panel. It is powered by a F.A.S.T. Model D engine and a Great American propellor.

The newsletter will still maintain the high standards that Ernest has always set and will continue to be the best source of information of the KR aircraft. In upcoming issues, you may look forward to expanded issues with more articles, photos, and how-to tips. Anyone who has any suggestions as to what they would like to see in the newsletter, please let me know. I want to keep it exciting and informative and I need your input.

I have spoken to Jeannette Rand and she has promised her co-operation. Hopefully we will all be able to be kept well informed of what is happening at Rand/Robinson.

I plan to attend all of the major fly-ins and will be keeping the newsletter involved and accessible. You may also look for more KR Club activities, KR fly-ins and construction seminars.

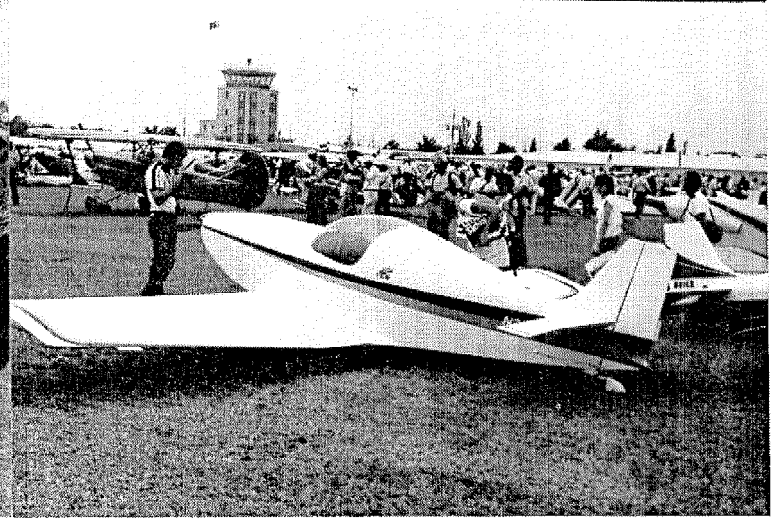
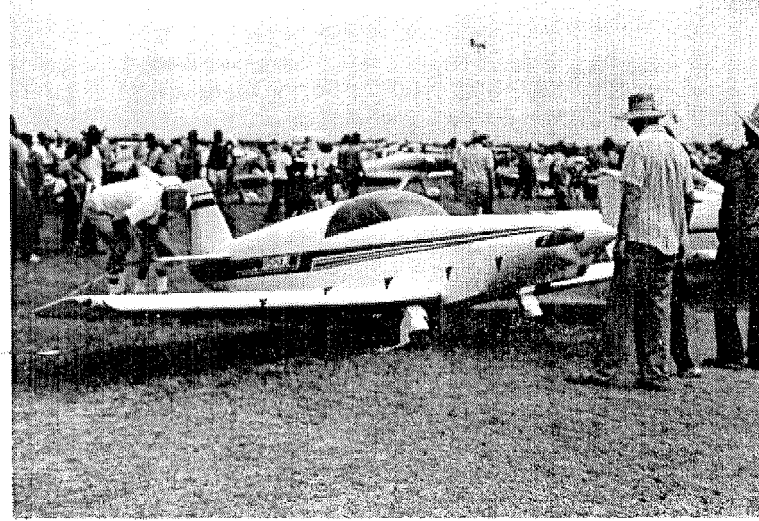
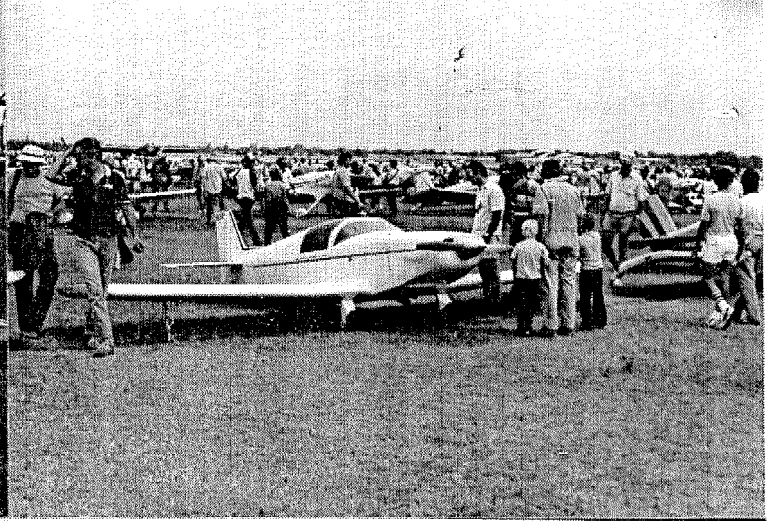
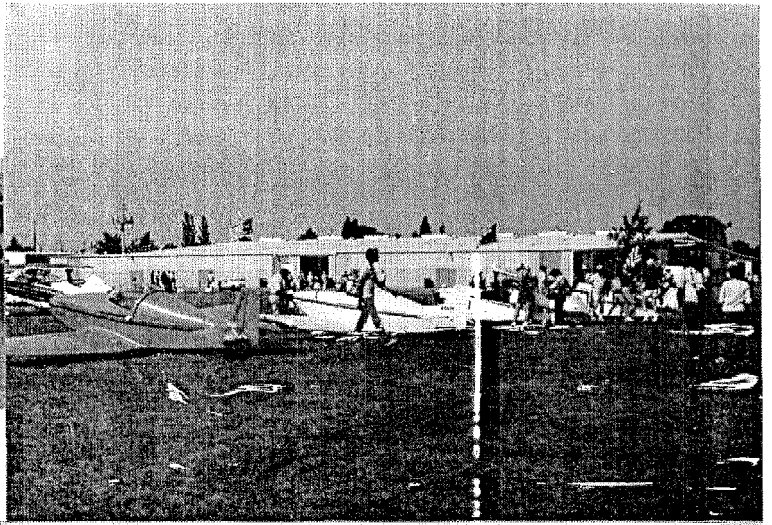
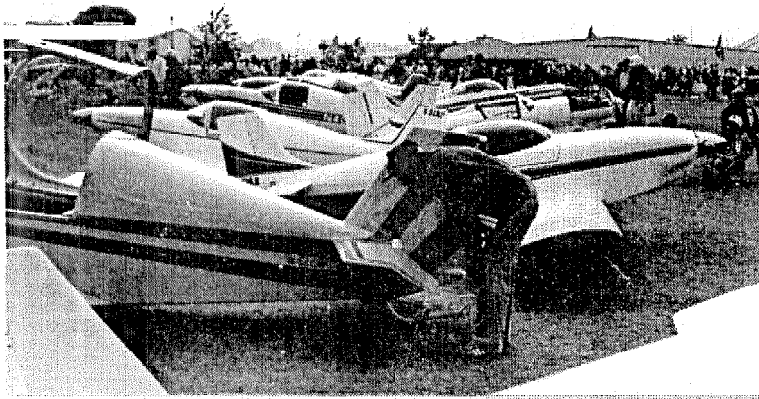
I look forward to meeting and working with other builders and hope to keep everyone well informed and excited.

KR FEVER!

IT'S FUN!

CATCH IT!

The following photos are of various KR's at Oshkosh "82". They were taken by John while he was there. I hope you will continue to support the KR Newsletter with photos of your KR projects, building tips, etc. as you did for me. John will be able to help you with your questions and says your calls are welcome. Phone (303)693-8239 after 6 pm and week-ends.

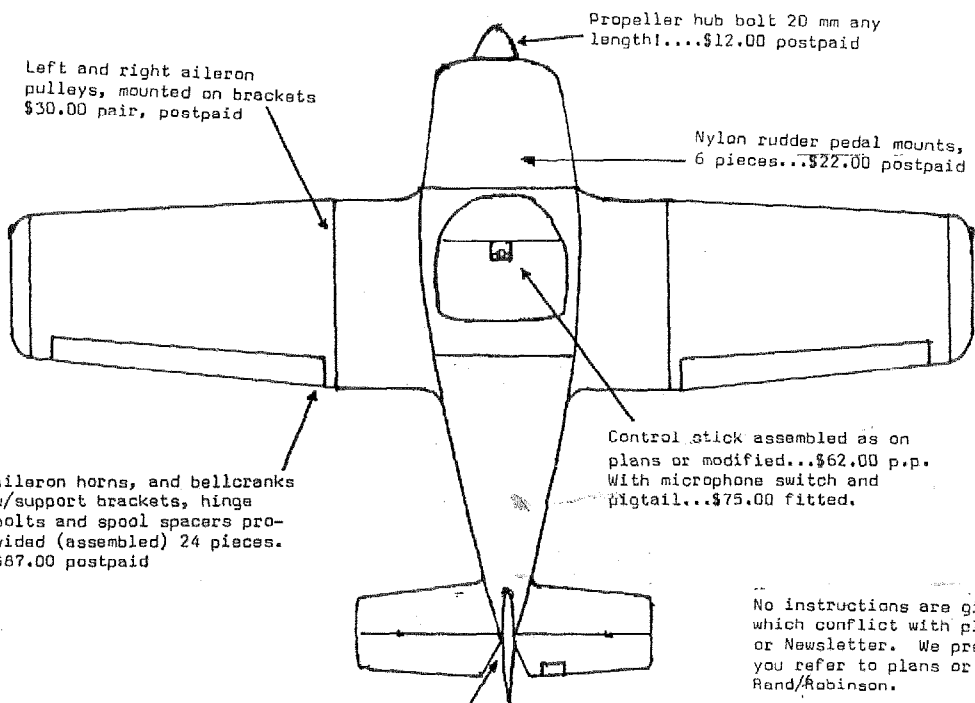




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No instructions are given  
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 or Newsletter. We prefer  
 you refer to plans or consult  
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