

AUG 9. 1972

DEAR MR. KITNEY,

I DID NOT USE THE REUMASTER ENGINE
BECAUSE OF COST. HOWEVER I AM NOW USING
THEIR CARBURETOR.

DYNEL IS A UNION CARBIDE TRADE NAME,
INFO & MAIL ORDER SOURCES IS INCLUDED
IN THE PLANS.

I USED BOAT EPOXY^{RESIN}, NOT POLYESTER RESIN. IT
ATTACKS THE FOAM.
REMINO ME TO PUT IN SAMPLES IN WITH THE PLANS
ADD ANOTHER \$21 FOR POSTAGE.

I KEEP THE AIRPLANE HOME & TRAILER ~~PUT~~ IT
TO THE AIRPORT. THE WINGS ARE REMOVABLE.

I THINK THE AIRPLANE WILL TAKE ANY SIZE
VW ENGINE.

Tim Paul

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DEC. 22, 1972

DEAR ROYCE,

I STILL ONLY HAVE ABOUT 30 HOURS
ON MY KR-1 AND ONLY GET TO FLY IT
ONCE A MONTH. IT IS EASY TO FLY AND
HANDLE EVEN FOR A STUDENT PILOT. THERE
ARE 570 BEING BUILT AND IN ANOTHER
MONTH THERE MIGHT BE SEVERAL MORE LOCAL
ONES FLYING. THE ONLY MODIFICATIONS I'VE
DONE ARE ADDING A HONDA 125 ALTERNATOR,
A BATTERY & WIRING AND AN ALPHA 200 NAV/COM
RADIO. I ALSO CHANGED THE LANDING GEAR
LEGS AND WHEELS TO THE KIT PARTS SO THAT
I COULD DEMONSTRATE THEM. THE ORIGINAL LEGS
AND SMALL WHEELS WERE O.K. TOO IF THE GRASS
WASN'T TOO HIGH. I CANNOT EXPORT THE
KITS TO SOUTH AFRICA. I HOPE YOU CAN LOCATE
MATERIALS.

SINCERELY

Ken Rand