The Daily Mush

Newsletter of the Kasperwing Klub of America

"A Mush a Day Clears the Cobwebs Away"

Kasperwing Klub Grows by Leaps and Bounds. K-Wingers Respond.

Well folks, the response received about forming a Kasperwing Klub has been very positive to date. I have received some very enthusiastic phone calls from several of you all the way up here to Alaska describing your wings, their powerplants, and have had several more names passed on to me to be included on the mailing list. I am willing to bet that a lasting Klub is well on the way to becoming a reality.

I've received photographs, plans, factory promotional videotapes, Cascade safety bulletins, modification checklists and all kinds of neat stuff to keep me grinning from ear to ear as cabin fever peaks up here in Northern Exposure country. I'd like to thank those of you who have submitted these materials to the Klub archives. They are all for sharing.

In the last Mush, I made a suggestion that many of you seem to agree with in principle: that the Klub strive to acquire, through members, complete sets of blueprints of all makes and models of Kasperwings, so that these plans are available to anyone who needs them. We are a Klub without benefit of factory support, therefore, mapping out our machines and sharing that information is critical to keep Kaspers flying. For those of you that don't care to build your own parts, we can compile a list of outfits who make K-Wing parts, sails, etc. so you can order parts without hassle. However, there are those of us who prefer to do as much of the work as we can. They aren't that complex. They just need dimensions specified.

I personally have the following information to share with all of you freely: The owners manual: The Kasperwing 1-80 Motorglider by Steve Grossruck, which provides the owner with all information needed to build their A-Model K-Wing from the kit; I have the B-Model conversion parts checklist and conversion diagrams (dimensionless); I have blueprints of the battens for insuring proper batten shape; also, I made new tip struts and made profiles of them as well; I have blueprints for B-Model parts which include engine mounts, gas tank flat plate supports, tip strut tensioner brackets, kingpost tensioner, cage brackets, compression strut plugs, propcover plate, throttle quadrant, front and rear reduction unit pylons, front axle, rib end plug, cage top gusset, and the flat pieces which hold the spars; wire plans with turnbuckles; the pilots flight manual; a Kasperwing factory videotape showing Grossruck doing wingovers and which shows off various accesories; a C-Model conversion parts checklist (dimensionless) for shock gear assembly; and a few factory safety alerts, such as for S-29 brackets.

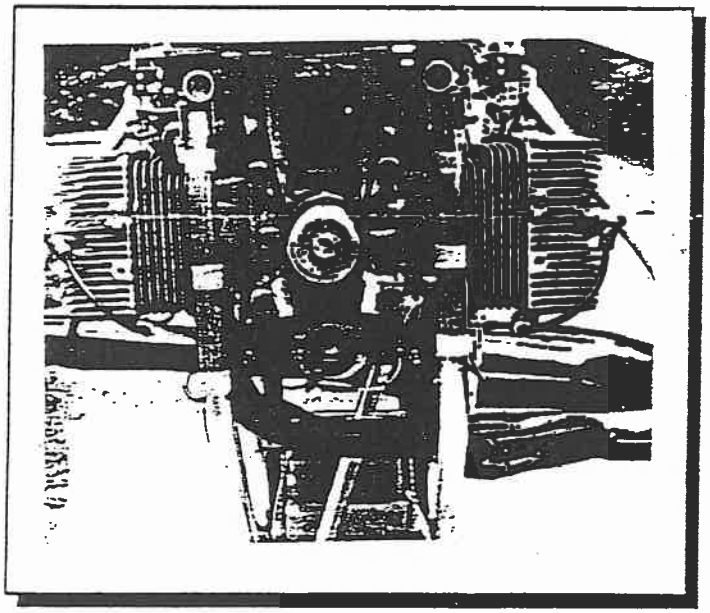
Also, I have in my posession the booklet The Kasperwing, by Witold Kasper. This booklet explains the theory of the Kaperwing which was taken from the BKB sailplane and

(see Klub con't. page 3)

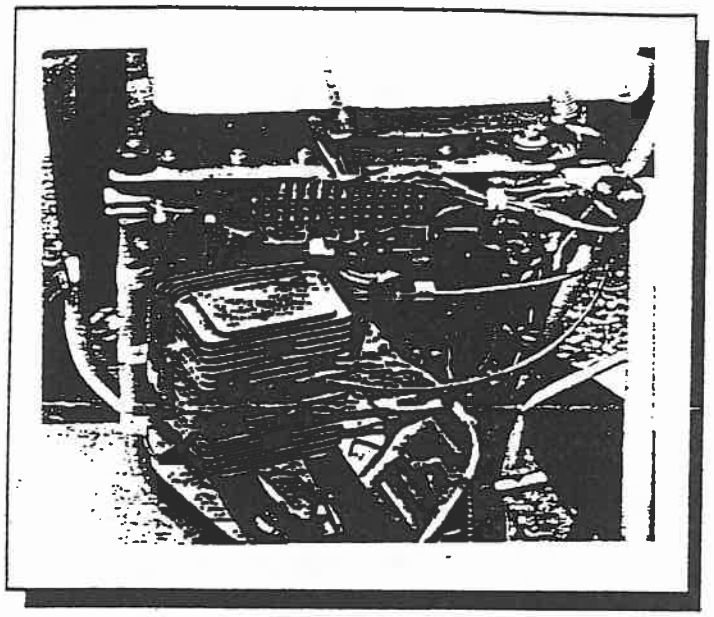
Arnold's Schwartzenneger Kasperwing

Spotlighted in this issue of the Daily Mush is the radical wing owned by Arnold (Arne) Anderson of Bellevue, WA. Arne owns K-Wing Serial #26, a B-Model, which he purchased new in 1983.

Arne's wing is equipped with a highly modified Zenoah XG50C, an opposed two-cylinder powerplant with a common crank. Oddly, the two cylinders fire simultaneously, resulting in a severe power pulse to the reduction unit. After it shredded a Rotax gearbox in short order, Arne began modifying the engine, which his pals now call the **Schwartzénegger Engine**. Arne figures the original unmodified engine was experimental and didn't sell worth a hoot due to the compression problems, but that's because Japanese engineers don't have good old American know-how!



First, Arne bolted on two Mikuni pumper carbs of the type used on the single cylinder Zenoah; a six-belt reduction unit and Kawasaki starter from a 440; incorporated his own starter installation with ring gear of unknown lineage slipped into the flywheel and secured by four bolts.



Because the engine was unable to turn over the engine due to the simultaneous compression of both cylinders, and because it was a real gut buster to pull through with a pull cord, the heads were modified to incorporate compression releases which Arne had to design and build himself because there were none available. Then, Arne wired in spark plugs in the plugged hole in his cylinders complete with special coils to provide complete dual ignition capability, for a tiger engine that only cranks over at 5200 RPM max.

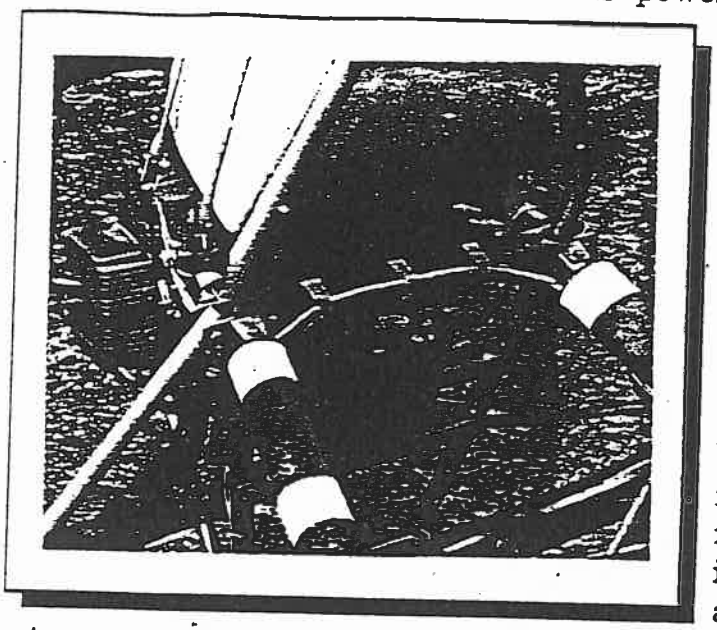
There wasn't any room inside the flywheel for any electrical power generation, but that didn't stop Arne. He just added a Dodge cooling fan motor in front of the flywheel, driven by a little V belt, giving him 4 amperes to charge his battery.

To swat bugs, Arne bolted on an Ultraprop swing wing set at maximum pitch but with about two inches shaved off the diameter to keep the tips from going sonic. Now the only thing that goes sonic is Arne as he climbs out at 1200 FPM, cruises at 50+ MPH at 3/4 throttle, and screams along at 60 MPH with the Go stick pushed all the way forward.

Some of you might wonder about that last stat, since the K-Wing's V-Max is 60 MPH. Well, Arne thought about that too, and added 1/8 inch cables for his flying wires, plus he oversleeved the rear spar from the root tube to the first spreader strut. Some of you other Klub members might consider doing the same, as this section of the

(cont. page 3)

Arnold's (con't from page 2)



wing spar takes a heavy compression load due to drag and lift.

Arne flies every year from June until the end of October, podless. Some of Arne's pals have tried to entice him into a faster machine with enclosed cockpit, etc., but he still carries on with his nice K-Wing. According to Arne "I believe anyone who flies with a pod carries his handkerchief in his sleeve." That's the sprit.

Many thanks to Arne for taking us on a tour of his unique wing, and also, a special thanks for allowing the Kasperwing Klub to use his logo, which he has allowed to be used by only one other person: Witold Kasper himself. Thanks Arne!

If you'd like to have your precious wing spotlighted in the Mush, send Krank a couple of shots and a description and we'll show her off to everyone else. Make someone jealous today!

Klub (con't. from page 1)

Bekas powered version, the daddy of what we know as the Kasperwing. The booklet is available in limited quantities through Mr. Hugh Melrose, 12250 S.E. 61st St., Bellevue, WA 98006. This booklet is highly recommended reading for those interested in the aerodynamic fundamentals of the Kasper and of Kasper's theories on "extended aerodynamics". Additionally, I have some fairly rough copies of magazine articles written in the 60's and 70's about the BKB and Bekas machines.

Any other information other members might have and would be willing to share would be greatly appreciated. I am serving as archive for the information for the time being. It would be nice if all info could be assembled and each member had copies for their own.

Please, oh please, if you could send photos of your wings with information like Arne did this month, we can spotlight your wing. Also, if anyone knows of other Kasper owners, please track them down and send their addresses. Lastly, if anyone thinks an ad in UF! would help get more members, let me know.

At any rate, for some of us flying season will be beginning. For others, like Krank, even during the long Alaskan winter, it never ends. Glass air be with you.

Parts is Parts

Parts are the lifeblood of ultralights. Extended downtime is very bad for Kasperwing pilots. Best friends who are airbound and not groundbound become insensitive, uncaring jerks. "See how I suffer," you plead with your eyes as they krank and bank happily, spare parts aplenty.

Loss of appetite, loss of thirst, loss of hair, loss of bladder control: these are the classic symptoms of GROUND SICKNESS, a spiritually fatal disease which afflicts partless K-Wing pilots.

Knowing the crawling horror of downtime, the Mush will continue in its efforts at locating parts and diagrams of parts in order to keep you all flying. For now all we have is the following: Eastside Aircraft, 4700 188th St. N.E. Arlington, WA 98223 (206)435-3737, (Jim or Betty). Eastside will build anything you need, even an entire K-Wing apparently. For Sails: Wing Sails by Gunnar, Box 557, Finkle Road, Millerton, NY 12546, (518)789-6550, $800-900 depending on cloth used (3.9 or 5.0), $1100 for ultralam.

Any other supply houses or parts builders? Most tubing is available through Leading Edge, although some no longer in anodized. I have still not located any one inch bracket stock used for most of the K-Wing cage, nor 1/2 inch bracket stock used for the tip strut tensioner. Help stamp out GROUND SICKNESS today. Help us locate parts.

Owner	Address	City, St., ZIP	Phone	Model
Mark Lisitza	6705 W. Holmes	Greenfield, WI 53220	(414)281-8424	
Bob Dykes	1210 Mt. Hope Ave.	Rochester, NY 14620	(716)461-2397	B-Model
Gregg Elmergreen	229 BelAire Dr.	Thiensville, WI 53204	(414)242-4964	A-Model
Jim Jaeger	Rt. 2, 1998 Sunset Dr.	Campellsport, WI 53040	(414)533-4379	
Bill Snow	1633 Elmendorf Place	Santa Rosa, CA 95401	(707)544-5121	C-Model
Jack Wilson	Box 216	Deer Creek, IL 61733	(309)447-6446	B-Model
Lowell Cook	164 97th Ave NW	Coon Rapids, MN 55433	(612) 780-8063	A-Model
Atta Pilram	5005 Kingston Way	San Jose, CA 95130	(408)370-9690	A-model
Grant Farrel	9955 W. St Martins Rd.	Franklin WI 53132	(414)425-8002	
Arnold C. Anderson	16025 NE 6th St.	Bellevue, WA 98008		B-Model
M. Domenic Perez	PO Box 435	Vaughn, NM 88353-0435	(505)584-2542	B-Model
David Novak	141 Claire Ave.	Neenah, WI 54956	(414)722-3417	
Krank Banks	PO Box 83876	Fairbanks, AK 99708	(907)451-4334	B-Model
Chuck Popenoe	6307 Wiccasset Rd.	Bethesda, MD 20816	(301)229-0549	
Chuck Popenoe III	9812 Hawkins Creamery Rd	Damascus, MD 20872	(301)253-4629	
Bob Warriner	6427 Barnaby St., NW	Washington, D.C. 20015	(202)363-2053	
Tim & Barb Walls	20854 Dee-Mac Road	Deer Creek, IL 61733	(309)447-6546	B-Model
Steve Pinkkham	9217 E. 32nd Pl.	Tulsa, OK 74145		B-Model
J-Bird	Box 438	Kewaskum, WI 53040	(414)626-2611	
Rev. John Ellis, Jr.	Box 36, 1834 Rt 39	Arcade, NY 14009		B-Model
Marv Ritter	160A Green Rd.	Fredom, NY 14065	(716)492-3769	
Clay Moore	916 East Campus Dr.	Tempe, AZ 85282	602-968-6480	
Richard B. Strawn	1900 SW 1st St	Fruitland, ID 83619	208-452-3149	
Hugh Melrose	12250 S.E. St.	Bellevue, WA 98006	Dir. (Ret.) - Kasper Aircraft Corp.	
Eastside Aircraft	4700 188th St., N.E.	Arlington, WA 98223		
Witold Kasper	7747 115 Place, S.E.	Kirkland, WA 98033		

CASPER WING 3-axis, 503 Rotax, 3-blade tvoprop, strobe lights, landing light, fully enclosed. $3,900. Also Casper Wing, 3-axis, 532 Rotax, 5-blade prop disassembled. $2,500. 206-392-8192 — 1st May 1992

Kasperwing Klub of America
PO Box 83876
Fairbanks, Alaska 99708

FAIRBANKS AK 99701 PM 28 APR 1992 Rec'd 2 May

29 USA

Richard Strawn
1900 SW 1st St.
Fruitland, ID
83619