

QUICKIE NEWSLETTER

No. 3 January 1979
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Quickie Aircraft Corporation
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Newsletter Subscription (1 yr.)*	\$6.00
Information Package (2nd edition)*	\$6.00
Pilot's Manual*	\$8.00
Quickie Construction Plans**	\$150.00

*Add \$1.00 for Air Mail overseas (U.S. funds)

**To be used with the Quickie Aircraft Kit.
Also, purchasers of the plans are entitled to a \$150.00 discount on the purchase price of a Quickie Aircraft Kit. California residents should add 6% state sales tax.



QUICKIE SEMINAR

On Saturday, November 25, 1978 a joint Quickie/VariEze seminar and flight demonstration was held at the Mojave, California airport.

Over 500 people watched flight demonstrations by the Quickie, VariEze, VariViggen, and Defiant. Later, about 300 people attended the five hour seminar which featured information on building and inspecting Quickies and VariEzes.

We were very pleased with the turnout, and received many favorable comments from Quickie builders that attended, that the seminar really helped them to understand the methods used in building and inspecting a composite aircraft like the Quickie.

As a result of the Mojave seminar, we are planning to do a few more during 1979.

QUICKIE ON COVER OF MECHANIX ILLUSTRATED

The January, 1979 issue of Mechanix Illustrated has a rather familiar object on the cover — a Quickie.

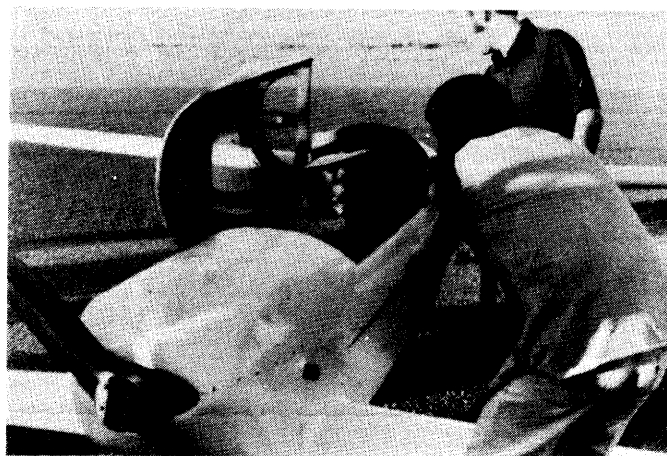
Inside you will find a pilot report by Wayne Thoms, their west coast editor. In addition, there are some beautiful color detail shots of N77Q

Quickie Aircraft Corporation is located on the east end of the flight line at the Mojave Airport, Mojave, California, which is located approximately 80 miles north of Los Angeles. You are welcome to come by to see N77Q, the Quickie prototype, to ask questions, and to bring in parts of your Quickie for inspection. The building number is 68.

We are normally open from 9 to 5 on Tuesday thru Saturday, but you should call first if you are coming from far away, since we occasionally must close the office to attend a flyin, conduct business, etc.

Weather permitting, each Saturday at 10:00 we will give a flight demonstration with the Quickie.

When writing to QAC, always send a stamped self-addressed envelope along if a reply is necessary.



Bob Hoover, world famous airshow pilot, after completing his checkout in the Quickie in front of the Mojave Air Race audience. (Yes, he did roll the Quickie in front of the crowd) Bob pronounced the flight "...absolutely delightful."

1979 QUICKIE TOUR OF U.S.

We are tentively planning on taking the Quickie around the country in April or May to conduct a series of seminars and flight demonstrations. It is surprising how many people still do not believe what an 18 h.p. Quickie will do, so we want to show them again. We will try to coordinate with local EAA chapters and local Quickie builders to let everyone know, as well as announcing it in our April Newsletter. If someone in your area would be interested in sponsoring such an affair, please have them contact us.

The reason that we are waiting until April or May is threefold:

1. The weather back EAST will be warming up.
2. Several Quickie builders will be flying.
3. Production of Quickie Kits will have smoothed out, allowing Gene and Tom to spend a month circling the country.

Our Quickie prototype, N77Q, has been flying for 14 months. In that time period we have flown the aircraft over 250 hours.

Maintenance on the airframe has been confined to replacing the main tires one time.

Maintenance on the engine has entailed changing oil and filter regularly, as well as spark plugs, etc. We have removed the cylinder heads several times to inspect the engine for signs of wear. These inspections, to date, have revealed no appreciable wear anywhere. This data seems to substantiate the reported 800-1000 hours TBO that industrial users of the engine routinely obtain. It should also be reported that we do not baby N77Q, but run it at the published limits whenever possible. For example, on the trip to Oshkosh, we cruised the engine at redline rpm of 3,600 for the entire trip.

We will continue to report in these pages any new information on N77Q.

It should be of interest to everyone that over the first 250 hours of operation of N77Q, the total cost of operation was only \$3.25 per hour! This figure includes not only gas and oil, but all maintenance, taxes, and insurance. We don't know of many other homebuilts who can match that figure for even just gas and oil.

SALES AND DELIVERIES

As this newsletter is being written, we have sold approximately 180 Quickie kits. Our current backlog is about 5 weeks on the Quickie Aircraft Kit and about 8 weeks on the Quickie Engine Package. Because of the long lead times on engine packages, we are allowing new Quickie builders to hold on to their money for the engine package until we are within 4 weeks of shipment.

Current price of the Quickie Aircraft Kit is \$3,100. Price of the Quickie Engine Package is \$1,150. If both packages are purchased at the same time, the price is \$4,150, a savings of \$100. As an option, if both packages are purchased at the same time, the buyer may purchase the Quickie Custom Upholstery set for \$100. at that time also. The upholstery set normally costs \$110.

Even though the price increase took effect on December 1, 1978, we already have people asking us how long the new price will be in effect. Quickie Aircraft Corporation reviews prices on a quarterly basis. We try our best to maintain our prices as low as practical, and we see no general price increases for the next three months.

ENGINE PACKAGE DELIVERIES

There have been some delays in engine delivery because delays by Onan at their Huntsville, Alabama plant have restricted deliveries. Those delays should be resolved by the time that you read this newsletter. In the meantime, we have been supplying engines to customers who are ready for the engine installation from our stock of 23 engines that we have acquired.

In addition, the remainder of the engine package, containing the propeller, plans, and hardware, will be shipped to the builders as it becomes available, in some cases before their engine arrives.

REFERRAL COMMISSIONS

We daily get several inquiries from individuals who would like to see a Quickie under construction, and talk to the builder. Up to now, we have felt it unethical to release a builders name and phone number without the builder's permission. We also realize that many of the builders would enjoy meeting new people and discussing your project.

Therefore, any builder who would allow us to give out his name and address to prospective customers should drop us a letter telling us that. We will compile a list and use it wisely.

We have maintained all along that our builders are our best form of advertising. We don't feel that it is proper not to reward them if they bring us customers, and yet, a dealer network would involve large outlays of capital by the dealer as well as full time effort. As a result, we have decided on the following system:

All Quickie builders who are allowing us to give out their name and address to prospective customers are eligible for referral commission. Any new Quickie sale after 15 January, 1979 where the new builder reports that an existing Quickie builder is responsible for the new builder buying a Quickie will result in the existing Quickie builder receiving \$100 from us.

We want to caution any Quickie builders who decide to take part in this process. We do not want you to "hard sell" prospects, or coerce them, or split the \$100 with them. You are not empowered to make any guarantees or commitments for Quickie Aircraft Corporation; we will continue to handle all sales. This offer may be withdrawn by Quickie Aircraft Corporation at any time. Builders should not consider themselves to be dealers for us. If the builders do not handle themselves ethically and honestly, we will withdraw the offer.

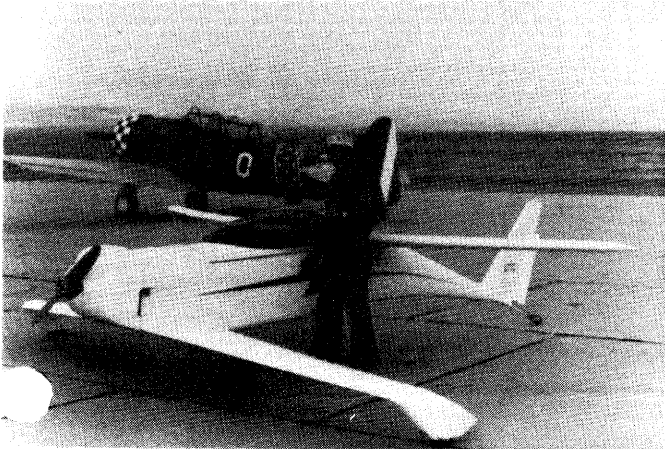
CANADIAN ACTIVITY

Mr. Garry LeGare has been working for the last several months to gain approval for the Quickie to be built in Canada by Canadian homebuilders. He expects the Canadian government to approve the Quickie in the very near future.

We have an agreement with him that we will not market Quickies in Canada until the type is approved, at which time Mr. LeGare will become our Canadian Dealer.

All Canadians interested in building a Quickie should contact Mr. LeGare at:

18992 32nd Ave.
Surrey BC
Canada V3S 4N8
(604) 576-6638



Garry LeGare beside N77Q after his flight. The aircraft in the background is a World War II North American T-6.

COMPOSITE MATERIALS INTRODUCTORY KIT

CAN I BUILD A COMPOSITE AIRCRAFT?
WILL I ENJOY WORKING WITH GLASS & FOAM
IS MY WORKMANSHIP ADEQUATE TO BUILD A
QUICKIE?
WHAT ARE THE TECHNIQUES USED IN THE
QUICKIE CONSTRUCTION?

There is now available an introductory kit to answer these questions for you. The kit consists of a book and sample materials, or the book can be purchased separately. The book, "Moldless Composite Sandwich Homebuilt Aircraft Construction", consists of 26, 11x17 pages (equal to 52 pages) describing how the material is applied, education on the materials, tools required, inspection and repair methods. Sample materials include: epoxy, microspheres, flox, peel ply, wire for hotwire saw, etc.

The book is \$14.50, and is available from us.

The kit (book and materials) is \$45.50 and is also available from us. California residents please add 6% sales tax.

QUICKIE CONSTRUCTION PLANS

At the 1978 Oshkosh, Wisconsin flyin, we had several sets of Quickie Construction Plans available for visitors to examine. In addition, individuals are welcome to visit our Mojave, California facility and to study the plans there.

However, many visitors at Oshkosh wanted the opportunity to examine the Quickie Construction Plans at length in the privacy of their own homes. This is understandable and we have decided upon the following arrangement to facilitate this: The Quickie Construction Plans are available for \$150. Purchasers of the plans will be entitled to a \$150. discount on the purchase price of the Quickie Aircraft Kit. These plans are identical to those that an individual would use to build a Quickie from our Quickie Aircraft Kit.

<u>Chapt.</u>	<u>Title</u>	<u>Pages</u>
1	Description/Introduction	4
2	Bill of Materials/Sources	1
3	Composite Materials Education	23
4	Miscellaneous Parts	7
5	Hot Wiring	4
6	Ailerons and Elevators	2
7	Building the Fuselage	14
8	Vertical Fin and Rudder	5
9	Building the Main Wing	14
10	Building the Canard	13
11	Wheel Pants/Wheels/Brakes	9
12	Fuel System	3
13	Mounting the Wing and Canard	3
14	Fuselage Details	6
15	Canopy	8
16	Instruments and Pitot-Static	1
17	Engine Installation	2*
18	Electrical System	1
19	Finishing/Painting	7
Appen.	Large Drawings	6

*The remaining pages of the Engine Installation section are included only with the Quickie Engine Package.

Quickie Aircraft Corporation supports individuals building Quickie from our kits. California residents buying the plans should add 6% state sales tax.

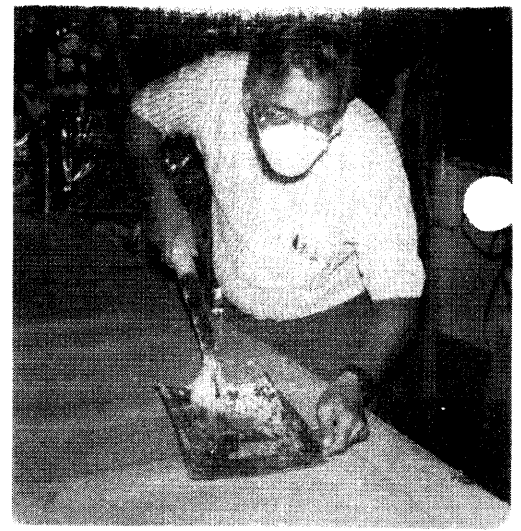
QUICKIE POSTER

We have available a 15" x 21" full color poster of the Quickie suitable for framing. It is basically a reprint of the centerfold picture from the October, 1978 issue of Sport Aviation magazine. We wish to extend our gratitude to Jack Cox for allowing us to reprint it.

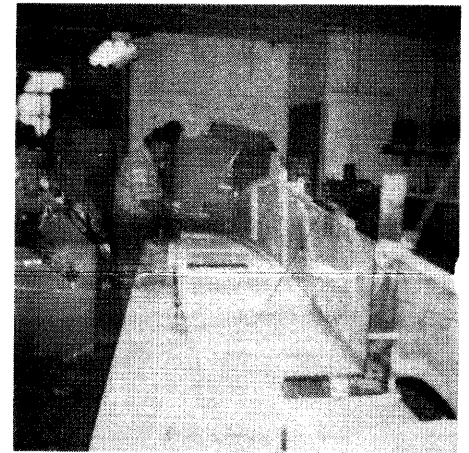
The picture was taken the same day that we arrived at Oshkosh, 1978, which was two days before the flyin started. As a result, the grass is still green, and no other aircraft can be seen, even though two days later there were over 1500 aircraft there!

All of our Quickie Builders will receive one free sometime in the near future. Additional copies are available to any interested party for \$5.00, including shipping and handling. California residents please add 6% sales tax.

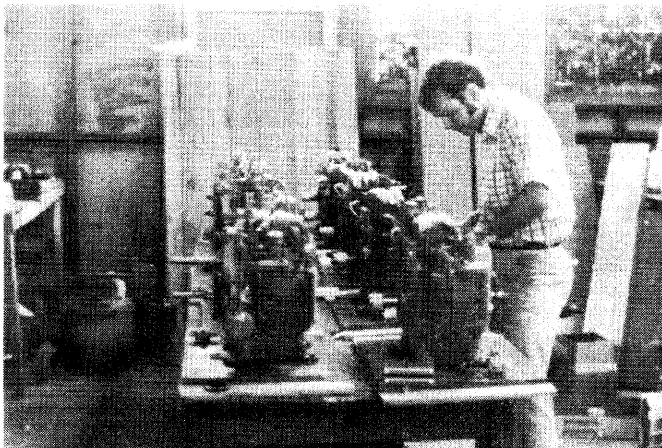
<u>NUMBER</u>	<u>DESCRIPTION</u>	<u>DATE</u>
QPC 19	Page 12-1; The 1" square x 1/4" thick piece of aluminum should be made from two pieces of 1/8" thick aluminum bonded together with epoxy.	4 Jan 1979
QPC 20	Page 14-3; The hole in CSA 1 for the pitch control rod was not predrilled. It should be located 2.55" up the stick from the lower pivot hole	4 Jan 1979
QPC 21	Page 12-3; One of our builders modified our fuel cap/fuel filler design by using PVC elbow (60-80 deg) from a drain pipe and a 2" EMT cable protector as a cap.	4 Jan 1979
QPC 22	Page 7-7; The illustration caption should call out the right side rather than the left side.	4 Jan 1979
QPC 23	Page 8-3; The MS27039-1-16 bolts are changed to MS27039-1-24. As an alternative, an AN3-14A bolt, countersunk, could be used.	4 Jan 1979
QPC 24	Page 5-3; The BL49-BL88 Lt. Elevator sketch is reversed.	4 Jan 1979
QPC 25	Page 17-5; Prop Installation Drawing; One of the AN4-22A bolts should be put in from the bottom of the drawing so that the balance is not thrown off.	4 Jan 1979
QPC 25	Page 17-5; ES1/Prop Clocking; This drawing should show that the ES1 counterbalance weight is along the same axis as the keyway in the engine crankshaft.	4 Jan 1979
QPC 26	Page 10-1; Spar Caps for Top Canard; Cap J is 7" wide by 120" long. Cap L is 5" wide by 60" long.	4 Jan 1979



Common household tools may often be used to advantage on your Quickie, as one half of the Links/Wells team (s/n 0024) demonstrates while contouring the bottom fuselage!



Doug Swanningson, s/n 0041 assembling his Quickie fuselage.



Tom modifying some of the stock engines we obtained while waiting for the production batch to arrive.



Ted Rhoades, s/n 0036 getting some Quickie cockpit time.

QUICKIE OFFICE HOURS

Our normal office hours will be 9:00 to 5:00, Tuesday thru Saturday. We will be closed on Sunday and Monday.

Tom or Gene will be available to answer general inquiries from 1:00 to 5:00 on Tuesday and Thursday, and from 9:00 to 5:00 on Saturday. We would prefer that builders call us with questions at these same times. All times are PST.

QUALITY CONTROL

The homebuilder is responsible for his own quality control while building the aircraft. Only he will know how good of a job he has done during the construction phase.

The Quickie Education Section of the plans is to provide the homebuilder with the information he needs to judge his work quality. DO NOT ignore this section. If you have any questions on it, please contact us so that we may help you.

Remember that you will be flying the aircraft for many years more than it took you to build it, so do a good job during the construction phase.

RADIO INSTALLATION

In the last newsletter, we indicated that we hoped to test a new low cost, light-weight Nav-Com radio by 1 January, 1979. That particular unit has been delayed by the manufacturer for at least three months.

ENGINE MAINTENANCE

Some individuals who have contacted us for information on the Quickie have been concerned as to who may perform the aircraft and engine maintenance on a Quickie. Because the Quickie is registered as a homebuilt, the builder-owner may do all of his own maintenance himself, legally. If he does not feel confident to do it himself, he may, of course, have a regular A & P mechanic perform the work.

During the over 250 hours of operation of our Quickie prototype over the past 14 months, the only maintenance required on the aircraft has been to replace the main tires once, change the oil and filter regularly, and put gas in it once a week.

EPOXY SEDIMENT

A few of our builders have noticed that their epoxy forms a white sediment on the bottom of the container during storage. This is usually due to temperature cycling. To remove the sediment, the following procedure should be used:

1. Heat a pan of water to the boiling pt.
2. Turn the fire out and permit the water to cool to just below the boiling pt.
3. Place the epoxy container in the water and leave for 30 minutes.

The white particulate should go back into solution and you should have no further problems with the sediment forming again.

ADDING STROBES TO YOUR QUICKIE

Several Quickie builders have asked our advice on how to mount strobes and/or night flying lights on their Quickies.

Although all of those items can be retrofitted after completion of the basic aircraft, it is better to plan ahead and install them during the construction process.

Strobes can be mounted on the tips of the main wing. We would suggest that before glassing the main wing, that you purchase some thin wall conduit (aluminum) from the local hardware store and "poke" it from the tip of the wing to the root on each side. This will allow you to run the wires necessary for the wing tip lights without damaging the foam. A similar technique can be used elsewhere.

The maximum continuous current drain for a Quickie should not exceed 11 amps. Since some strobe lights have very high current drains, be sure to add up your equipment list to verify that you are under the 11 amp figure.

QUICKIE COMPONENT WEIGHTS

We are trying to compile a list of average weights for the various parts of a Quickie. To do this, we need each builder's help, as we want to have a large sample.

Those of you who are keeping weight of the various structural parts as you build them could assist us by jotting down the component weight and description and sending it to us. Be sure to be specific about the part description (e.g. main wing with ailerons mounted and control system assembled).

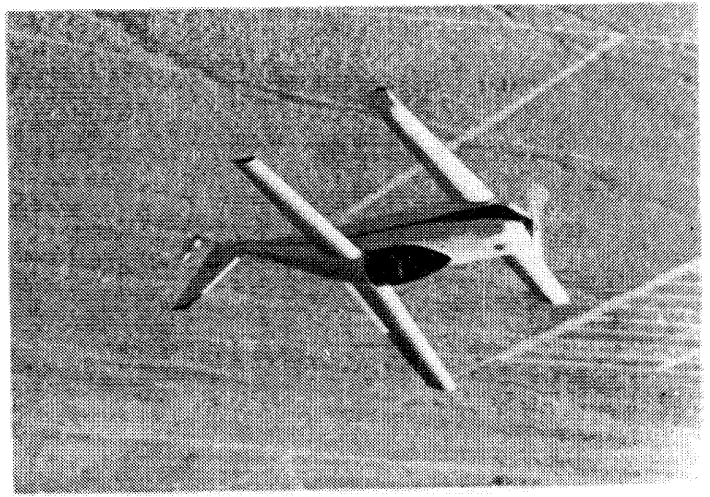
GAS PRICES GOING UP

With the OPEC oil price increase announced in December, 1978, it's a sure bet that gas prices will rise significantly in 1979. For us, the mythical \$1.00 per gallon mark was surpassed on New Year's Day when we paid \$1.02 per gallon at Lake Tahoe. Isn't it nice to own and operate a Quickie, instead of a Belchfire 500?

QUICKIE TRAILER

An individual in Bakersfield, California has built a prototype Quickie trailer. It is fully enclosed, has four wheels, and has all of the necessary lighting to make it legal in California. It currently does not have the fittings to secure the Quickie inside.

For personal reasons, he would like to sell the trailer to a Quickie builder for \$1,200. The trailer is on display at our shop. Anyone wishing to buy the trailer will have to personally inspect it before the purchase. For further information, contact Mr. Roscoe A. Trunkey at (805) 871-7568.



FIRST CLASS MAIL



P. O. BOX 786
BUILDING 68
MOJAVE, CA 93501
805-824-4313



QUOTABLE QUOTES

"I'm enclosing the balance of \$4,037.00 for Quickie S/N 132. You guys must be grinning about the turnout at Saturday's seminar. If you hook many more of us whacko Quickie builders, you'll have to hold the next one in a stadium."

Barry Hill

"I saw you fly the Quickie on Sunday, October 15th, at Mojave Airport. You probably do not remember me, but at the time I was the only spectator and was able to talk to Gene Sheehan while watching you fly. It was very nice to have information given and questions answered during an actual flight demonstration. I was impressed and hope that I will be able to build one as nice and fly it as well as you did. I can't think of a more pleasant way to spend a few hours to 'get away from it all'."

William Aldis,
s/n 133

"Flying a Quickie is the most fun that a person can have in public during the daytime."

Peter Lert,
Air Progress

"....thanks on a fantastic set of construction plans! Quickie is already drawing crowds. I know that I made the right choice with the Quickie, especially as a first time project."

David Poppe
s/n 0040

"To sum up, the Quickie has achieved its design objectives; to be an easy to fly, easy to build, safe flying machine that is low in cost and quite possibly the ultimate adult toy."

Wayne Thoms
Mechanics Illustrations
January, 1979