

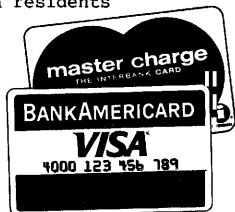
QUICKIE NEWSLETTER

No. 7 January, 1980
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QUICKIE AIRCRAFT CORPORATION
Post Office Box 786
Mojave, Ca. #93501
(805) 824-4313

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.



SUMMARY OF ACTIVITIES

There are 14 Quickies now flying; several more are completed and awaiting a break in the winter weather. The second annual Quickie Construction Seminar was held on 24 November, 1979. Over 210 people attended. Several options will be available in the first quarter of 1980, including a Kevlar engine mount, a 22 h.p. engine kit & higher gross weight, larger tires for grass airport operation, and a communications radio antenna kit. We are investigating the possibility of supercharging the Onan engine. Quickie Aircraft Corporation intends to establish a dealership network across the United States. This effort will maximize builder support. We invite serious inquiries from prospective dealers. Gene and Tom have made trips to visit with several of the builders who have completed and flown their Quickies.

QUICKIE BUILDER UPDATE

Several builders couldn't quite finish their Quickies before the winter weather set in. For example, Al Landry up in Idaho says that his aircraft is complete, ready to fly, and has even been taxied around in the snow. He is hoping to get a few clear days before long so that he can make the first flight. The vast majority of builders who have contacted us in the last three months have already completed all of their aircraft's basic structure. They indicate that having their Quickie "look" like a aircraft really helps to spur them on. Estimated completion dates run from "two weeks" to "next Spring" to "in time for Oshkosh". Many have indicated that they are enjoying the construction process much more than they thought they would when they began. Of those individuals flying, a few have reported their aircraft's empty weight. The reported weight range is from 250 lb up to 300 lb. The majority seem to be falling in the 250-275 lb range. Gene has flown two of the 300 lb variety Quickies, and reports that they both performed comparably to N77Q. Weather delays kept Tom from flying Garry LeGare's 255 lb Quickie when he was in Canada last September. This newsletter contains considerable information and several recommendation based upon our experiences with these 14 Quickie builders.

QUICKIE CONSTRUCTION SEMINAR

The second annual Quickie Construction Seminar was held in Mojave, CA on 24 November, 1979. Attendance was over 210 people.

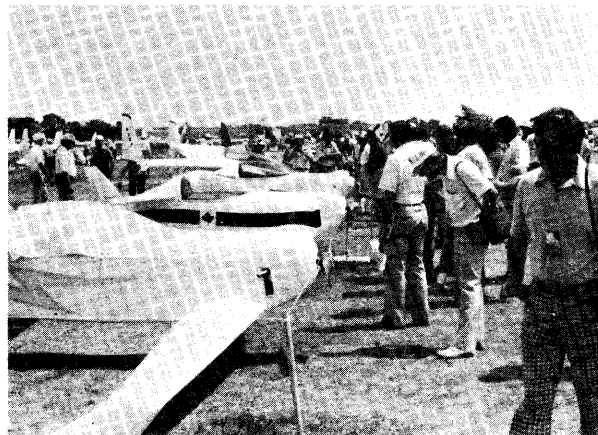
Quickie Aircraft Corporation is located on the east end of flight line at the Mojave Airport, Mojave, California, which is located approximately 80 miles north of Los Angeles. You are welcome to come by to see N77Q, the Quickie prototype, to ask questions, and to bring in parts of your Quickie for inspection.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

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.

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

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



Quickies in a row - Oshkosh, Wisconsin, 1979

QUICKIE VISITS.....
Sun " N Fun Flyin, Lakeland, FL, March 16-22, 1980
EAA Chapter 92 meeting, Costa Mesa, Ca. 6 February, 1980



Many of our builders display splendid initiative in overcoming the obstacles that pop-up during the construction phase!
(Robert McFarland, Wormleysburg, PA)

The seminar began at 11:00 with a flight demonstration, followed by lunch, and then a four hour seminar on the construction techniques involved in building and inspecting the sandwich-composite structure used on the Quickie.

Subjects covered included shop preparation, foam types and properties, working with epoxy, joining foam cores, forming cores by the hot-wire technique, and quality control and inspection procedures.

Many builders commented to Gene and Tom afterward that they felt the seminar really helped to solidify the information detailed in the construction plans.

We continue to be pleased with the reception to these seminars. More important, we are very pleased with the improvement in workmanship demonstrated by builders who have attended one or more Quickie Construction Seminars.

SALES AND DELIVERIES

By 10 January, 1980, we expect to have our kit backlog reduced to 2 weeks. In addition, we expect all backorders for kit serial numbers less than 300 to be completed.

Over the next few months, we will be integrating the options discussed elsewhere in this newsletter into the kit production. We also plan to tighten up our procedures and quality control further to reduce errors in packing and confusion in the box contents.

Current prices for the Quickie Kit are as follows:

\$3100.00	QUICKIE AIRCRAFT KIT
\$550.00	QUICKIE ENGINE INSTALLATION PACKAGE
\$850.00	QUICKIE ENGINE
\$125.00	QUICKIE CUSTOM UPHOLSTERY KIT

Some price increases can be anticipated during the first quarter of 1980, as we integrate available options into the basic kit.

F.A.A. REGISTRATION OF YOUR QUICKIE

Several of our builders have experienced some delay in registering their Quickies.

The following hint is offered by QAC is based on several conversations with Oklahoma City:

Do not call your aircraft a kit—it seems that some employees of the FAA think that a kit needs an aircraft Bill of Sales. We discussed the matter with the acting section Chief at F.A.A. Oklahoma City, Bill Ferguson, and he stated that it would be easier to tell our builders not to mention "kit" rather than retrain his older employees in the proper procedure! We didn't say it friends, he did!

INVENTORYING YOUR KIT

Please inventory your kit immediately after receiving it! The builder has 30 days to report to QAC all shortages and discrepancies. In the past we have been lenient on this matter, but we simply cannot honor claims that are made 1 year after receipt of the kit!

All shipments contain a packing list that indicates every item that should be in the shipment. This list will also indicate any backorders. Once you have completed the inventory, send a letter listing the shortages and discrepancies to QAC so that we can resolve the matter promptly.

In addition, when you receive the goods from the freight company, be sure that you do not sign the receipt until you are certain that there is no damage to the contents of the boxes. If there is damage, note it on the shipping receipt. You could also note on the receipt that your signature is "subject to inspection". Remember, if there is damage to the boxes and you don't note it, the freight company may not honor claims. On the bright side, however, we have only seen claims on about 3 percent of the shipments, so your chances of having a problem are small.

In the past, in many cases, because the builder did not send us a list of all shortages, some items have strung out for many months, instead of being resolved promptly. Please inform QAC of all shortages within 30 days of receipt of the kit shipment.



A view of the crowd during the recent Quickie seminar

THE HIGH PRICE OF GAS

About this time last year we were commenting on the cost of aviation gas being one dollar per gallon and how Europeans were paying over \$2.40 per gallon.

Well, here it is a year later and the price of aviation gas is about \$1.20 per gallon and most aviation publications predict prices of \$2.00 per gallon by the end of 1980.

We think that estimate is conservative. There are indications that the government would like to increase the auto fuel taxes by 0.50 per gallon and some Arab countries have increased oil prices by 30%.

Do you realize that \$2.00 per gallon aviation gas will probably cause aircraft rental rates on the trainers and small four place aircraft to increase over 25 percent?

Of course the price increase will affect the Quickie too; instead of \$3.50 per hour to operate, it will cost about \$4.50 per hour total! Just think, when gas gets to \$4.00 per gallon, it will cost you \$7.50 per hour to operate your Quickie, and about \$43.00 per hour to rent that shiny new Cessna 152. Let's see that means we can carry nine people in nine Quickies cheaper than two people in one Cessna 152!

THE DO IT YOURSELF HOMEBUILT KIT SHOW

We attended this display show during the week following Thanksgiving. Robert McFarland was nice enough to bring his completed and flying Quickie down to Baltimore for display in the show. The promotions of the show treated us like royalty with T.V. spots, the prime display location, etc.

We were amazed at the number of inactive pilots that visited our booth during the four day show. Most were inactive because of the high prices to rent and own aircraft; many had heard about the Quickie, but expected it to be just another powered hang-glider. Once they found out it wasn't, it usually took an hour for the wife to get her husband to leave the exhibit. The low cost of owning and operating a Quickie was really brought home because the exhibit next to us was a replica car kit that cost \$4995.00 without the VW chassis and engine! The general public reacted very favorably to the idea of owning and operating an aircraft for much less than a car. We think that us aviation enthusiasts should help educate the public that flying need not be unreachable for most families.

By the way, another exhibit was a powered hang glide that cost over \$3000.00 in kit form. We talked to the gentleman about his product and he indicated that engine failures with the two-stroke chain saw engine were very frequent. But more important, we may end up selling him a Quickie!

QUICKIE OPTIONS

Elsewhere in this newsletter, you will find information on the availability of several options for the Quickie.

The 22 h.p. engine modification kit will also permit an increase in gross weight to 520 lb, allowing a standard useful load of about 270 lb. This increased useful load will allow full fuel (700 miles), 30 lb of baggage, and a 190 lb pilot to be carried. The new performance figures will be published with the kit, but one can expect a 140 mph top speed, 600 ft/min rate of climb, and 450 ft. take-off distances.

Even though these modifications will thrust the Quickie performance wise into the 180-200 h.p. general aviation aircraft class, we are not content. Therefore, we are investigating the possibility of supercharging the basic Onan engine. This Phase II program will take several months and may result in the engine being rated at 25 h.p. from Sea Level to 12,000 ft. This new program will complement the 22 h.p. kit. Performance with the Phase II modifications will be so staggering, that we will not publish any performance estimates until we have verified them in flight testing the configuration. The Phase II modifications will again be retrofittable to any Quickie engine in service. and, for maximum performance, the Phase I 22 h.p. kit components will need to be installed also. No further information will be released until some dyno-testing and flight testing have been accomplished.

OPTION AVAILABILITY

1. Kevlar Engine Mount - The optional Kevlar engine mount is a specially laminated piece built to QAC specification. It is exactly the same size and shape as the standard aluminum mount, and is, therefore, interchangeable with it. Kevlar has a damping ratio over 15 times better than aluminum. It is recommended for the ultimate in smoothness from your Quickie powerplant installation. We have had one on test for over 200 hours and can attest to its qualities.

Available 7 January, 1980; Price \$110.00

2. 22 HP Engine Modifications- These modifications to the basic 18 hp Onan Quickie engine will yield a 21-22 hp engine. All parts have been verified through exhaustive flight test and dynamometer testing. All parts can be retrofitted to any 18 h.p. Onan Quickie engine now in service. The kit will consist of a new exhaust system, modified cylinder heads, Kevlar engine mount; Reworking of your propeller maybe necessary. The kit will not be factory installed, since we recommend at least 10 hours of running on the engine before installation. See the Engine development section for further information,

Available 1 February, 1980

3. Large Tire Option - This modification consists of larger wheel pants to house 12.8" tires and five inch wheels, a revised braking system for increased effectiveness, a revised tailwheel, and complete plans to install and make all necessary components. This option is retrofittable to any Quickie and has been extensively tested in Canada on grass runways. Garry LeGare reports that the combination is equivalent to a Cessna 170 in airfield performance.

Available 1 February, 1980

4. Communications Antenna Kit - This kit contains materials to make and install a communications antenna in your Quickie and includes plans. It is available from Aircraft Spruce and Specialty Company, Fullerton, Ca.

Available 1 January, 1980

QUICKIE PROGRAM EXPANSION-DEALERSHIPS

We have spent nearly two years now developing a smooth running organization to handle Quickie sales, deliveries, and support of homebuilders.

The support function has entailed seminars around the country, trips to inspect homebuilder's airplanes, as well as much time spent answering letters and talking on the phone.

From the beginning, we have realized that a dealership network would yield the maximum level of support for each homebuilder, and thus provide safer airplanes, shorter building times, and more competent builders. In addition, a dealership network might help reduce costs by increasing the volume of sales.

Thus far, we have been very cautious in approaching this type of program. To gain experience, we granted a distributorship to Garry LeGare for Canada, and we have discussed distributorships with companies in several other countries. However, we have refused all approaches from potential dealers in the United States until we could develop a cohesive plan and a smooth running program.

We think that the time is appropriate to investigate setting up a dealership network in the United States. We are interested only in quality people who are prepared to establish a business supporting, as well as selling to our customers.

We think that there is tremendous room for expansion in our business; those of you who watch the news realize that efficient, practical, low cost transportation and/or recreation will be not only a necessity during the next decade, but also the next big "growth" area. Quickie Aircraft Corporation intends to lead the way.

Since you have been following the Quickie program closely, we are giving you a head start on the rest of the United States. We have prepared a package describing the dealership program. If you are seriously interested in becoming a dealer, and have the financial position to support such an effort, please call so that we can send you a copy.

If sufficient interest is shown, and qualified individuals and companies can be found, then we will proceed with setting up a dealership network throughout the United States.

Quickie Aircraft Corporation will be growing over the next decade because it will have the right products for the next decade; we intend to be involved wherever there is a need for creative, efficient, and practical products.



Cabot Low and his Nooner Quickie, just before first flight

QUICKIE CONSTRUCTION PLANS

At the 1978 & 1979 Oshkosh, Wisconsin flyins, 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 visitor want the opportunity to examine the Quickie Construction Plans at length in the privacy of their own homes. This is understandable and we have the following arrangement to facilitate this. The Quickie Construction Plans are available for \$150.00. Purchasers of the plans are entitled to a \$150.00 discount on the purchase price of the Quickie Aircraft Kit.

The plans are identical to those that an individual would use to build a Quickie from our Quickie Aircraft Kit.

Chapt.	Title	Pages
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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 tax. Foreign orders must include an additional \$12.00 for postage.

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, ect.

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. Foreign orders must include an additional \$15.00 for postage.

ONE MORE TIME AGAIN DEPARTMENT.....

Many Quickie builders are modifying the construction plans for the Quickie to suit their own taste. We don't object to this as long as they understand the ramifications of each change as it applies to the rest of the design. Too many people make a change because it "looks neat" without thinking how it will affect the flying and human factors characteristics. Others don't realize that every change one makes adds to the construction time (its like building the aircraft without plans).

The people that really bother us, however, are those who don't follow our suggestions in the "Initial Flight Testing of your Quickie" guide and/or who indicate that they built the plane "as per plans" when it turns out that they didn't. We have spent countless hours working with this group of people helping them solve problems that they have created.

We don't expect this section to solve the delima, but you can't blame us for trying; One more time. "Don't change anything on the plans unless your qualified to assess the consequences", and "Be prepared to spend time rebuilding your aircraft and months debugging it if you don't follow our checkout guide and construction plans explicitly"

Now that we have got that off our chests, we will go back to being nice guys again.

ONAN CYLINDER HEAD TEMPERATURES

Page 4-2 of the Quickie Owner's Manual indicates a maximum allowable cylinder head temperature of 400 degrees Farenheit. The "Initial Flight Testing of your Quickie" Guide says the same thing. Some of our builders have been ignoring that limitation, usually without incident. However, we recently saw the insides of an engine that had been to at least 480 deg.F. Examination revealed that the cylinder bores were warped.

The Onan is a very tough little engine, but the pilot must not ignore the published operating limitations. on the Quickie cooling system. The Quickie uses a conventional air cooled configuration with cheek inlets and exhausts positioned just above the canard to make use of the low pressure area there. The inlet and exhaust areas were designed and tested to keep CHT below 385 degree during climb on a 100 degree day.

The baffling shown in the plans must be installed as shown to assure that all critical parts of the engine receive adequate airflow for cooling.

Since the homebuilder installs all parts of the cooling system, he must exercise good quality control in making and installing the parts.

Predictably, there will be some variation from builder to builder and, therefore, each installation will be somewhat unique. If high CHT readings are noted during taxi tests, and all baffling is satisfactory, then the exhaust exits over the canard can be opened up by trimming their forward edges; this allows a larger opening which results in more airflow through the engine. QAC recommends trimming away 1/4" at a time until the required CHT reading is achieved.

For example, on N77Q, even with the higher horsepower modification in place, we never see more than 375 CHT in climb and never more than 300-325 in cruise.

Any overheating tendency will, of course, be accentuated during the breakin period. That is why we recommend a minimum of 10 hours breakin before first flight. If you follow the "Initial Flight Testing of your Quickie" guide, you will have at least five hours on the engine before even taxing the aircraft. Onan engines typically have fairly long breakin times, which is why we make the recommendations that we do. Be cautious, however, while breaking your engine in on the ground, so that you don't let it overheat; this requires constant monitoring of the temperatures & pressures.

ENGINE MOUNTING

We are going to devote a sizable portion of this newsletter to discussing engine mounting and other factors that affect the engine vibration level.

There has been a wide variance in vibration level perceived by the Quickie builders currently flying. We have made trips to personally inspect four of these aircraft. In each case, we have located items that were not "as per plans". In each case, we have been able to locate the problems, and help the builder correct them. Obviously, it is not possible to help every one of our over 300 builders in this way because of the expense involved. Therefore, through this newsletter, we are going to attempt to disseminate all available information and thoughts on this matter, as well as to give each builder a systematic means for checking out his aircraft.

First, the Quickie is a small, lightweight aircraft with a large and relatively heavy two cylinder opposed engine. This combination accentuates any errors in engine mounting related factors in the form of increased vibration level. N77Q and over half of the other Quickies that are flying, are very smooth. This is the result of following the plans to the letter, and then fine tuning each installation. A few others have ignored parts of the plans, and then been mystified as to why their engine / airframe combination vibrated excessively, and why they have broken instruments.

Therefore, we recommend that every Quickie builder read this section very carefully, and ask any question necessary to understand everything that we say.

There are several airframe items that must be done properly to minimize vibration. First, the Forward Cockpit Cover must be joined to the fuselage "tub" with glass tapes on the inside as well as the outside in order to have a sandwich structure. Next, the Firewall Braces (page 15-2) must be in place. They brace and attach

the firewall to the canard and are attached on the aft side of the firewall on either side of the pie-pan. Use floc and glass tape to join. Also, the canopy must be well sealed or else the perceived vibration level will increase significantly from the canopy assembly "drumming". We use the MD Foam Tape of size 3/8" thick by 1/2" wide made by the Macklanburg-Duncaun company of Oklahoma City, OK. It is available in most hardware stores and is also self adhesive. We seal all of the way around the canopy. Finally, experience has shown that the canopy pin detail shown on page 15-8 will not remain tight if the steps above are not taken. Therefore, we recommend that instead of using floc for the filler, that "Liquid Steel" (epoxy type) can be purchased at a hardware store. This is a very durable filler. We squeeze it into the hole, grease up the pin to prevent adherence, and close the canopy. Letting it set over night allows the liquid steel to harden.

Once you have checked all of the airframe areas mentioned above, you can turn your attention to the engine mounting system itself. A vibrating engine can yield very high loads on the engine mounting system. Proper quality control on the workmanship is essential.

Three of the early builders to fly reported breaking one of the 1/4" engine mount bolts during the first 10 minutes of operation. Although we have never had any trouble with N77Q and other Quickie builders were flying without problem, we decided to switch to 5/16" bolts and sent them to all Quickie builders without charge. This seemed to cure the problem. Meanwhile we continued investigation the possible causes for the failures. We were quickly able to rule out any problem with the bolts themselves. We next turned to examining how incorrect mounting of the engine might result in the breakages. It has taken three months and several trips to visit builders, but we think now that we understand the areas of installation where builders are not exercising sufficient quality control.

In addition, to provide an extra margin of safety, we are making another change to the engine mount assembly, as detailed on page 17-4 and modified by QPC 31. The drawing enclosed here is correct and replaces all previous revisions. This change is mandatory and must be accomplished before any further flying.

It is very critical that the engine mount bolts cinch upon the spacers. If they do not, you can expect much vibration, very high loads on the system, and possible engine bolt failure. Do not confuse tightening up on the spacer with running out of threads on the bolt while tightening it up, however. When you are tight against the spacer, you will feel a distinct change in the feel of the tightening process since the nut and bolt will want to turn together. You can verify that you haven't run out of threads instead by noting how much of the threaded end is projecting from the nut.

Note on the drawing that we have turned the bolts around so that the head is forward. Note carefully the location of all washers in the system. If, after installing the mount, you think that the bolts provided are too short, you may return them to us at QAC for replacement with longer ones.

Be sure to cut the "nipple" off the end of each rubber mount. That will increase the area of contact.

Once you have accomplished all of the items on the above check list, you can begin to fine-tune your installation. One of our builders reported that by adjusting the length of his spacers by trial and error, he was able to significantly improve the vibration level. Working with the canopy seal will probably improve results.

If you have accomplished everything correctly, the result will be a combination that is as smooth as a CUB, Champ, Cessna 150, or any other light aircraft. We have verified this not only on N77Q, but also by flying several of our builder's aircraft. One builder, who is a retired airline captain who last flew a 747, says that his Quickie is very smooth. We have flown it and agree with him.

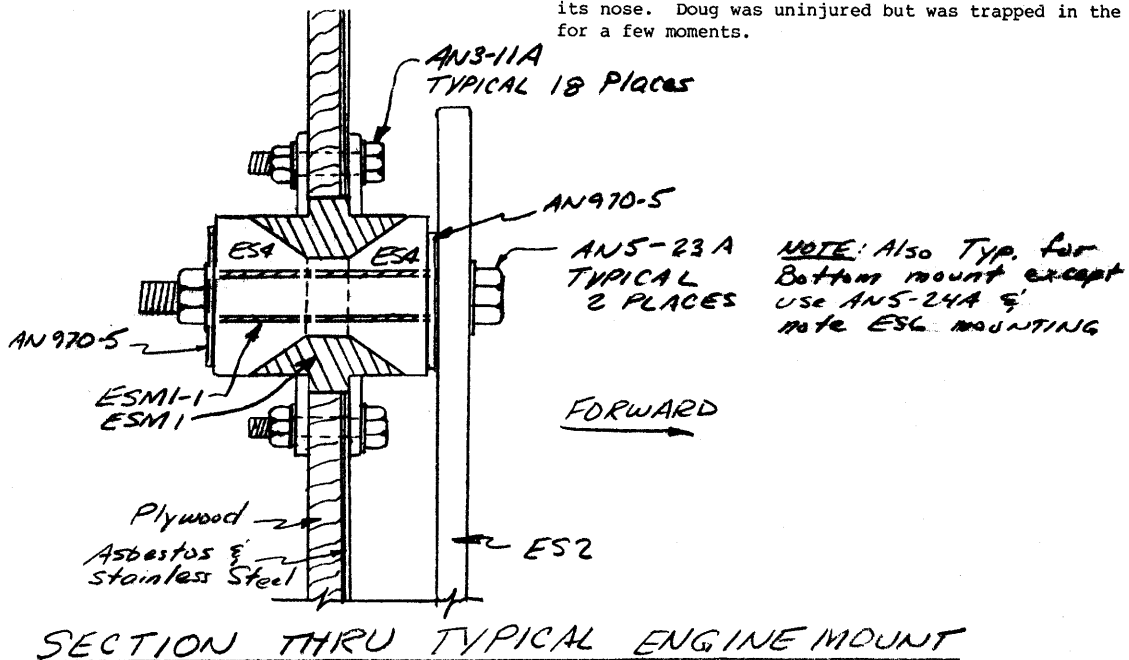
ACCIDENT REPORTS

Jim Murphy, Cape Canaveral, FL - On 16 October, 1979, Jim Murphy hit a guywire while making an approach to landing on a four lane highway near Allendale, South Carolina. Low on fuel, and facing low ceilings and visibilities in all directions, he decided to land on the highway near a gas station and wait out the weather. At the time of the accident, Jim's Quickie had 33 hours of flying time and was enroute to Augusta, GA from St. Augustine, FL. Jim suffered two broken ankles and is now back to work again.

After hitting the wire with the left canard, the aircraft cartwheeled onto the nose and onto the highway medium. The aircraft suffered extensive damage back to the aft end of the fuel tank. No fire resulted, and Jim is considering rebuilding the aircraft. He plans to inspect the remains further after he has recovered and we hope to get some pictures for examination.

Jim is very explicit in wanting everyone to understand that the accident was his fault and resulted from his inexperience as a pilot. In fact, the first flying hour Jim had as a private pilot was in his Quickie! He reports that a crop duster friend is convinced that he would have been killed flying any other aircraft.

Douglas Swanningson, Kenosha, WI - After entering the pattern to land his Quickie, Doug pulled the power back to idle and began a descent. The engine stopped, and Doug landed about 100 yards short of the runway in a soy bean field. After touchdown, the aircraft slowed without problem until it was almost stopped, at which point it turned up on its nose. Doug was uninjured but was trapped in the cockpit for a few moments.



Doug has done a very thorough job of investigating the cause of the incident and believes that it was due solely to the substitution of a gell-cell battery for the QAC approved motorcycle battery. Although cautioned by QAC to check the manufacturers recommendations on charging rate and compatibility with Onan charging system, Doug has confirmed that the battery shorted out and would not take a charge. Using the recommended battery, we at QAC have never had an ignition problem in almost 500 hours. QAC also believes that the engine may have been running for some time on the permanent magnet alternator directly supplying the ignition system; only when the throttle was reduced to idle was the output enough to permit the engine to not idle.

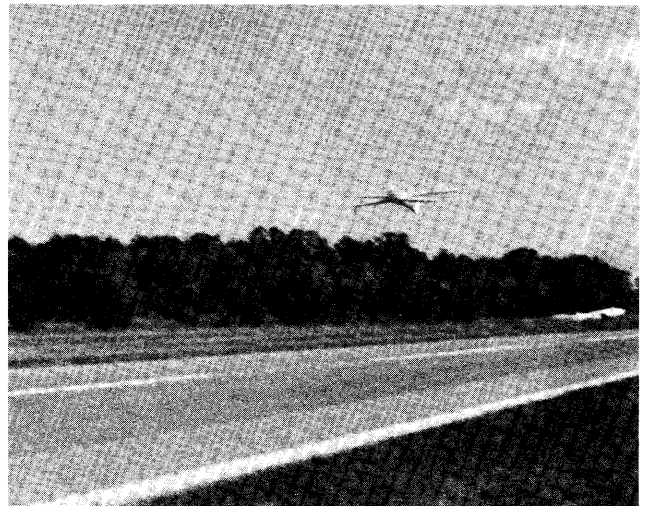
For additional protection from this type of incident, redundancy could be added by incorporating a motorcycle "battery eliminator" unit into the circuit. This would allow, at the flip of a switch, for the ignition to run directly off of the alternator. This arrangement would provide a setup similar to a magneto; as long as the engine is turning over, the ignition system would function.



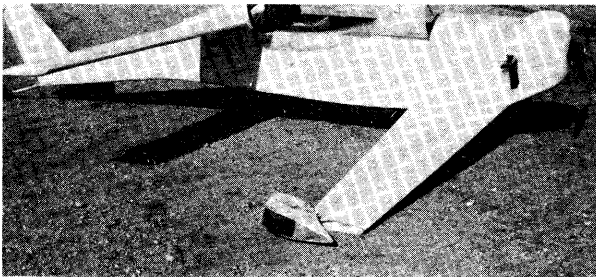
Garry LeGare and his big tire "Tundra" Quickie. The revised tires and wheels pants will be available as an option beginning 1 February, 1980. That package is but one of many that QAC is making available, including a 22 h.p. engine kit, Kevlar engine mount, and communications antenna kit.



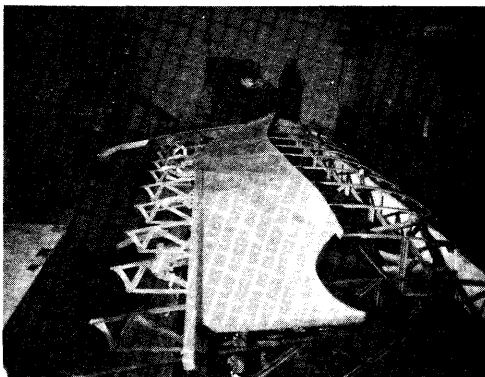
We wondered why the guy in Alaska bought TWO Quickies! (Actually, these two Quickies belong to Pete Turner & Kurt Miller up in Kenai Alaska)



These two pictures of Tom Blythe's Quickie show both the first flight takeoff on 21 October, 1979 and formation flying with a Swift. Tom says, "We now have over 3 hours of flight time; a delight to fly and very stable in rough air. Thanks for designing a nice little airplane that I can Afford to fly."



One Quickie builder modified his rudder pedals from the plans. Result? minor wheel pant damage following a ground loop. Builder has since returned to plans-built configuration. (aircraft was flying again in one week)



Donald Zane who watched Robert McFarland build a Quickie, gave us this picture of his PA-25 restoration project. He reports that he spent longer on what you see here, then Bob spent on his entire Quickie!

