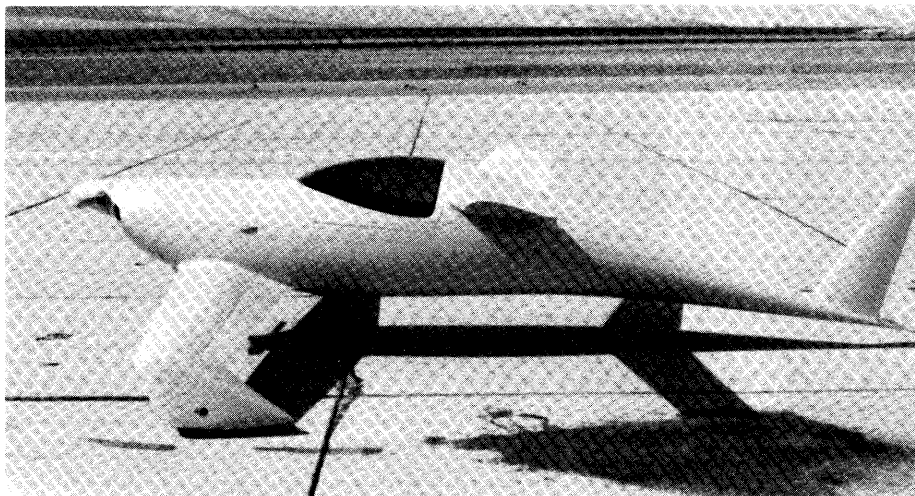


quickie

NO. 12

QUICKIE NEWSLETTER

APRIL, 1981



the mains will contact the ground just prior to tailwheel touchdown. At mid to aft c.g. locations, three point takeoffs and tailwheel first landings are routine. The rollout is approximately midway in difficulty between a Quickie and a Citabria. Braking with the toe brakes is smooth and easily modulated. The production main gear axle location effectively eliminates nose over tendency on braking.

Another Q2 under construction in Mojave should be completed in May. Several Q2 homebuilders are at the engine installation stage after having their kits for less than two months.

We expect a minimum of 4 Q2's at Oshkosh this summer, a record for a new type's first year there.

Recently, a second set of fuselage shell molds have been completed and put into production. This has allowed us to double the kit delivery rate. Currently, the backlog on Package 1 is 6 weeks and *decreasing*. Package 2 and Package 3 deliveries are beginning. Backlogs are longer, but also decreasing. We obviously will support any builder who finishes his Q2 prior to his delivery date on Package 2 and Package 3 to avoid long delays.

Current prices are \$5,400.00 for Package 1, \$1,350.00 for Package 2, and \$3,095.00 for Package 3. When purchased together, the customer saves \$250.00 at the \$9,595.00 price.

Available options are as follows:

- \$148.00 Electric Starter
- 235.00 Geared Electric Starter
- 75.00 Oil Filter System
- 30.00 Oil Sump Drain Assembly
- 98.00 Prefabricated fuel tank
- 350.00 Custom Upholstery Set (Blue)

The custom upholstery set contains the following items: seat cushions (2), seatback cushions (2), thigh cushions (2), headrest cushion, and coverings for the consoles (both center and side) and the side cockpit panels. Installed, this upholstery set gives the Q2 an expensive production aircraft look. In a future newsletter, we will try to include pictures.

Testing of the turbo-Revmaster and a variable pitch propeller will probably begin before Oshkosh.

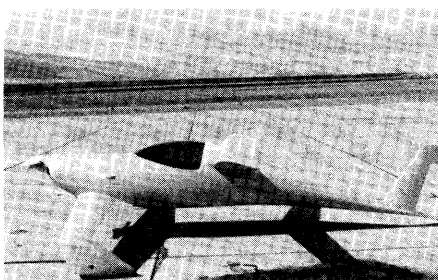
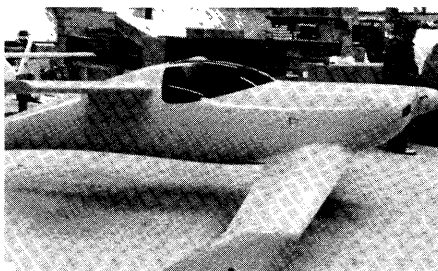
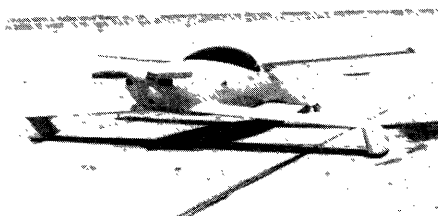
Q2 NEWS

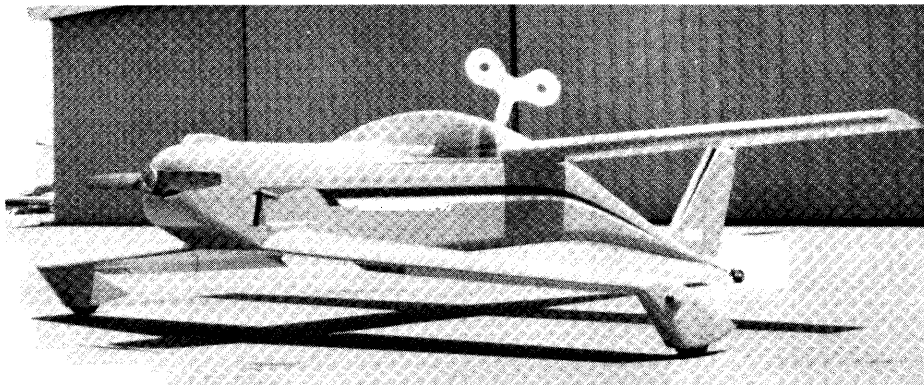
N81QA, the second Q2, is now flying at Mojave, CA. The aircraft was built using production parts, such as the prefabricated fuselage shells, and the final Q2 Construction Plans. Many of the pictures taken during construction were used in Section II of the plans.

Thus far, N81QA has proven to meet or exceed published performance data. Empty weight is 520 lb, including geared starter, oil filter, large battery, radio, additional instrumentation, and a very smooth surface finish over the entire aircraft. From weight measurements taken during the construction, approximately 30 lb of weight was added to achieve the superior surface finish. Working backwards on paper to the standard Q2 configuration and equipment list with a lighter finishing job brings the empty weight down to 479 lb.

Construction on N81QA began in earnest in mid January, and was completed and awaiting FAA inspection in late March. This is less time than was required to construct the original Quickie prototype in 1977. Currently, we are detailing the aircraft with a brilliant yellow paint and custom interior.

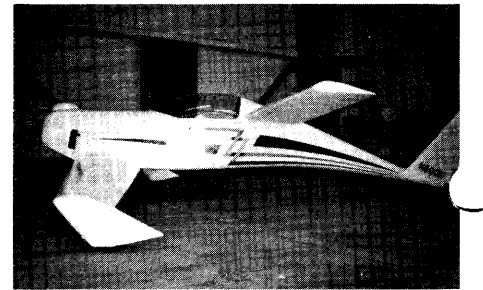
We are currently investigating enlarging both the c.g. and gross weight envelope. At mid to forward c.g. locations, the tailwheel will liftoff prior to main landing gear. On touchdown,



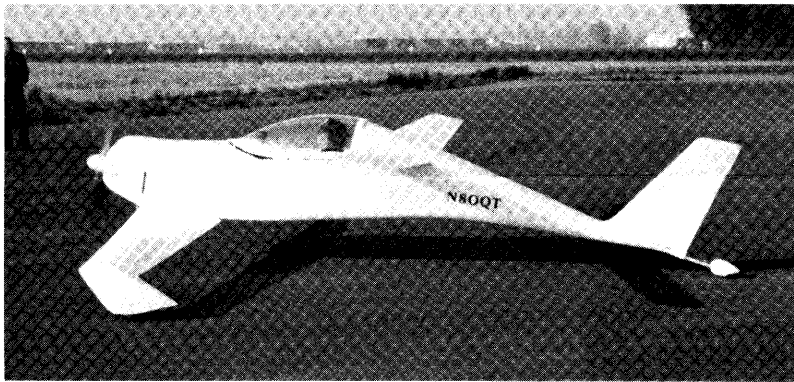


The windup key is just for jokes, we hope! This beautiful Quickie belongs to George Holmes of northern California. He flew it to Oshkosh 1980

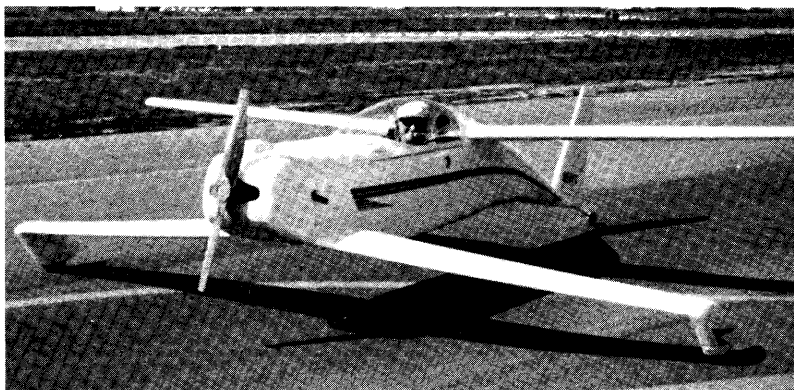
and back again. The aircraft has over 400 hours of flying time by dozens of pilots.



Vic Turner's Quickie after its recent paint job. The aircraft has over 120 hours in the last 8 months flown by Vic. It has been clocked at over 130 m.p.h. and will enter the CAFE 250.



Al Thompson's beautiful Quickie; pictures do not do it justice.



"Just landed, first flight, March 17, 1981 - thrill of a lifetime," says Bob Campbell, who is seen here in N58YC.

QUICKIE NEWS

Work continues on installing the Turbo-Onan in our second Quickie. The production Vari-Prop is scheduled for testing once basic flight testing of the turbo engine is completed.

Over 97 Quickies have made first flight. The number is increasing rapidly as 'Oshkosh' fever takes hold. We expect upwards of a dozen to attend the big flyin.

Current delivery on a Quickie kit is 3 weeks. Most components, including engines, are in stock. Current prices are \$3,295.00 for Package 1 and \$1,700.00 for Package 2. Note that the complete kit now consists of two packages, instead of the original three.

Available options are as follows:

- \$125.00 Large Tire Option.
- 300.00 22.5 h.p. Option including

- Kevlar engine mount. 125.00
- Kevlar engine mount separate. 125.00
- Custom Upholstery set. 51.00
- Prefabricated fuel tank. (Standard with Package 1) 13.50
- Communications *or* Navigation Antenna kit. 150.00
- 44" diameter propeller. (Discounted price for currently flying builders).

The 44" diameter propeller is to be used with the large tire option and 22 h.p. engine option. This propeller provides greater rate-of-climb (about 20%) with a loss in top speed of about 4 m.p.h. It would be particularly useful for short fields at higher density altitudes.

We have expanded our work force to handle both the Quickie and Q2. There will be no letup on improving the Quickie, supporting homebuilders, and delivering kits.

QUICKIE PLANS CHANGE NOTICE

Quickie Plans Change notices (QPC) are mandatory revisions to the Quickie plans. Each QPC has a number and a publication date along with a description of the change. All QPC notices should be incorporated into the builder's set of Quickie Construction Plans immediately upon receipt by the builder. Any Questions on a QPC notice should be referred to Quickie Aircraft Corporation.

NUMBER: QPC32

DATE: 16 April, 1981

By the 300 hour total engine time mark, change the aluminum coil mount bracket to an identical one made from 4130 steel. There was evidence of fatigue problems with the aluminum one on N77Q at the 650 hour mark.

NUMBER: Q2PC3

DATE: 21 FEB 1981

Appendix Sheet 2; BL48.8 Canard Female Jigging Template; Reduce the height 1" to 4.34".

NUMBER: Q2PC4

DATE: 21 FEB 1981

Page 5-3; Canard, BL15Lt-BL15Rt sketch; Change the 0.6" bevelling dimension on either end of the foam block to 0.7".

OSHKOSH 1981

Just a reminder that the big Oshkosh 1981 flyin is from 1 August thru 9 August this year. The Q2 forum is at 1:30 p.m. Sunday, 2 August. A Quickie forum will be presented on Tuesday, 4 August, at 1:30 p.m. There will also be a Quickie Construction Workshop all week long; everyone is invited to participate.

The Quickie/Q2 banquet will be at the Anchor Inn on Monday, 3 August. If you plan to attend, please drop us a note with the number of persons attending.

We are planning trophies and prizes for the outstanding Quickies and Q2's at Oshkosh this year. Further details will be released later.

Finally, act now for room reservations!

Q2 BUILDER TIP NOTICES

Q2 Builder Tip notices (Q2BT) are intended to provide clarification, guidance, improved construction methods, and helpful hints of a non-mandatory nature. The builder, at his discretion may use or discard any Q2BT. Most are a result of work accomplished at Quickie Aircraft Corporation building a Q2 from the Q2 Construction Plans. Any questions on a Q2BT notice should be referred to Quickie Aircraft Corporation. Each Q2BT has a number and a publication date along with a description of the builder tip.

NUMBER: Q2BT1
DATE: 15 FEB 1981

Page 10-6 and 10-7; Both the brake line conduit and the pitot tube may be run along the elevator slot rather than through the elevator slot foam core itself. Secure carefully with epoxy to prevent movement and possible fouling of the elevator control system. This method will make repair/replacement easier.

NUMBER: Q2BT2
DATE: 15 FEB 1981

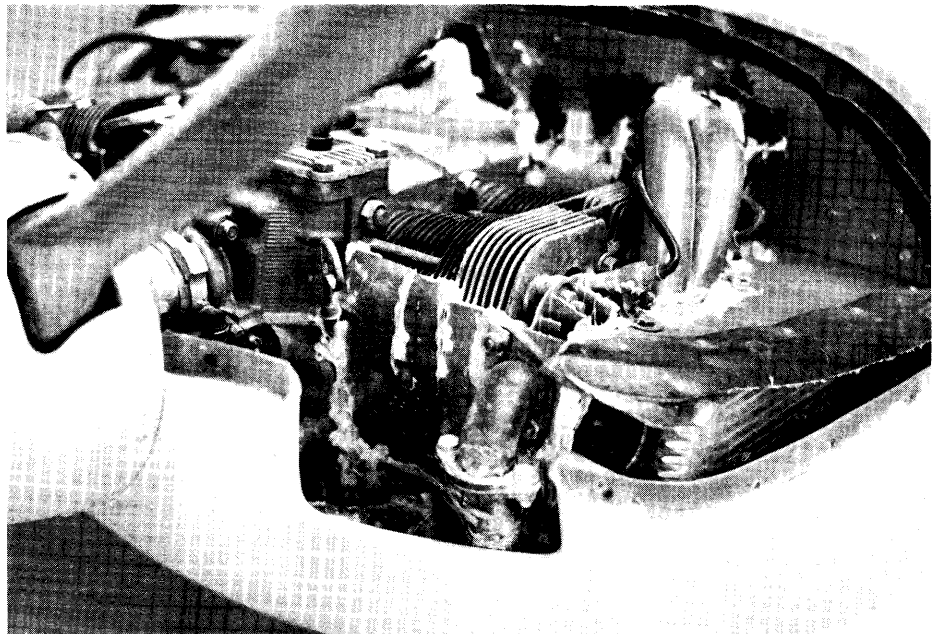
Appendix Sheet 4; Aileron Template #8; For a tighter clearance between the aileron and the aileron slot foam core, the aileron template #8 should be enlarged approximately 0.025" all the way around the circumference.

NUMBER: Q2BT3
DATE: 15 FEB 1981

Page 9-9; CS7 Installation; If aileron rigging is accomplished prior to mounting the Main Wing to the fuselage, a section of the FS94 bulkhead will need to be removed and replaced for clearance. If it is decided to install and rig the ailerons *following* the mounting of the Main Wing to the fuselage, then the CS7 bearings (2) may be attached directly to the aft face of the FS94 bulkhead directly and avoid the cutout.

NUMBER: Q2BT4
DATE: 15 FEB 1981

Page 11-3; Before locating/positioning the rudder pedals, it is advisable to skip ahead and note the positioning of the magneto/starter box in the firewall for the Revmaster 2100-DQ engine. Clearance for the rudder pedals is tight for the tall individual.



Close up view of the Revmaster 2100-DQ engine installed in the Q2.

NUMBER: Q2BT5
DATE: 18 FEB 1981

Page 11-4; Canard shear web pulley mounts; The positioning of the pulley mounts shown in the Q2 Construction Plans may need to be altered for individual installation interferences and fit. Consider the elevator pitch control system and previous routing of the brake line conduit out to the wheel pant prior to installing pulley mounts. You should strive for the straightest routing possible.

NUMBER: Q2BT6
DATE: 18 FEB 1981

Page 10-2; Offset dimensions given in illustration may be altered up to 0.15" to provide straight cores from BL15 to BL100. Do not accept kinks in leading, trailing, or top and bottom edges.

NUMBER: Q2BT7
DATE: 21 FEB 1981

Page 14-2; Rudder Installation; For ease of installation, the top of the rudder and the bottom of the vertical fin trailing edge foam core should be trimmed to be perpendicular to the vertical fin core.

NUMBER: Q2BT8
DATE: 28 FEB 1981

Chapter 11; The wheel pants are sized for optional 500 x 5 aircraft tires in place of the standard tires. If you decide to utilize the standard tires, the wheel pants can be made smaller, lighter, and more efficient. To do this, use urethane foam scraps as corner blocking inside the wheel well area to allow larger radius corners when carving. Pictures that you have seen of Quickie Aircraft Corporation's Q2 represent these smaller wheel pants unless specifically called out otherwise.

Q2 PLANS CHANGE NOTICES

Q2 Plans Change notices (Q2PC) are mandatory revisions to the Q2 plans. Each Q2PC has a number and a publication date along with a description of the change. All Q2PC notices should be incorporated into the builder's set of Q2 Construction Plans immediately upon receipt by the builder. Any questions on a Q2PC notice should be referred to Quickie Aircraft Corp.

NUMBER: Q2PC1
DATE: 6 FEB 1981

Page 8-5; An easy change will increase the shoulder room in your Q2 by as much as 0.75". Instead of making each longeron flush with the *inside* skin of the fuselage shell, remove the inside skin and foam core, and locate the longeron flush with the *outside* skin of the fuselage shell. Use the same lamination schedule as the Q2 Construction Plans call out. This change will also improve the canopy hinge geometry. In addition, all Q2 kits have been shipped with 3/4" x 3/4" longerons instead of the 5/8" x 5/8" longerons indicated in the Q2 Construction Plans.

NUMBER: Q2PC2
DATE: 21 FEB 1981

Page 5-1; Main Wing, BL50-BL100 Lt and Rt sketch; The sketch contained within the Q2 Construction Plans is in error. In order to hot-wire *both* a right and a left BL50-BL100 main wing core, it is necessary to place one set of Templates 2 and 3 upside down from what is shown. Otherwise, you will have two BL50-BL100 Right main wing cores.

CAFE 250 RACE

We plan to enter the CAFE 250 Race in mid June with N81QA, our Q2. We know of at least two Quickie entries, including Vic Turner, who lives near Mojave, CA. The handicapping factor used for this speed/efficiency event was developed to include different types of homebuilts and certificated aircraft. It differs substantially from the handicapping factor used in the LBF 500 race which takes place at Oshkosh each year.

We are confident that both the Quickie and the Q2 have an excellent chance of placing first overall in the event. We have not decided yet whether to enter the LBF 500 this year.

QUICKIE AND Q2 COMPOSITE MATERIALS INTRODUCTORY PACKAGE

This \$49.95 package of materials including a booklet has been put together to provide 'on the job training' in composite aircraft construction techniques for the prospective builder of a Quickie and/or Q2. Several projects are built using techniques similar to those utilized constructing the aircraft. This allows the prospective builder to hone his skills and determine his level of enthusiasm prior to committing several thousand dollars for the purchase of a kit. The booklet is available separately for \$14.50.

The package can be sent UPS for speedy delivery (we usually have them in stock), and we take VISA and MASTER CHARGE for those of you in a hurry.

TAILWHEEL DIAMETER

In order to fine tune the Quickie's or Q2's takeoff and landing characteristics, different diameter tailwheels may be fitted. Two sizes are available from Quickie Aircraft Corporation; 4" and 6" tailwheels. Which one should be used depends on the individual aircraft. If there is any tendency for the main gear to touchdown first on a full aft stick, mid to aft c.g., landing, then the large 6" tailwheel should be used. If such is not the case, the smaller 4" tailwheel may shorten takeoff distance. We have observed no difference in ground handling characteristics between the two sizes. We will exchange tailwheels as needed.

QUICKIE AND Q2 PLANS

Both the Quickie and Q2 Construction Plans are available for purchase separately from the kits. This is so that prospective builders may examine the construction procedures prior to purchasing the kits. It is not recommended to build either the Q2 or Quickie without the kits because of the prefabricated components.

The price of the Quickie Construction Plans is \$150.00. The engine installation plans are only furnished with Package 2 of the Quickie kit.

The price of the Q2 Construction Plans is \$150.00 for Section I and \$40.00 for Section II. Section II covers engine installation details.

In either case, for the Quickie or Q2, a plans purchaser who later buys the kit receives a credit for the amount of the plans purchased at the time of the kit purchase.

Q2 ARTICLES

Recent articles on the Q2 can be found in the February, 1981 issue of Homebuilt Aircraft, April, 1981 issue of Air Progress, and May issue of Sport Aviation. A series of color half and full page ads on the Quickie and the Q2 are being run in several aviation magazines. Future plans call for advancing into the motorcycle and automotive magazines with the advertisements.

CURIOSITY DEPARTMENT

Many of you are probably aware that the major manufacturers of certificated light aircraft have been in a significant sales slump for over one year. The depth of this slump came to light recently when Aviation Consumer reported that one major manufacturer had delivered only 1/3 of its highly touted trainers during the month of December, 1980. This must be compared to three years ago, when the same manufacturer delivered around 800 of the same aircraft in one year. Maybe charging \$25,000 plus to carry two people at 110 m.p.h. had something to do with it! Much of the growth of the homebuilt industry can be traced to dissatisfaction with the existing products offered by the 'big three'. One of the other members of the big three announced late last year that by 1985, over 80% of their dollar volume of sales would be in heavy twins, turboprops, and jets. That makes one wonder how much attention they plan to pay to the affordable light single engined aircraft, doesn't it?

DEALERSHIP NEWS

Since the last newsletter, we have welcomed two new dealers onboard. Several more are in the works, and we expect the prime areas to be taken by September. Several key areas, including Los Angeles, northern California, and Texas remain open. A dealer information package is available from Quickie Aircraft Corporation.

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(604) 534-0344

Dealers

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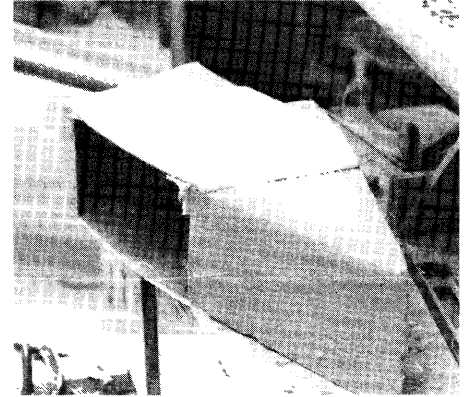
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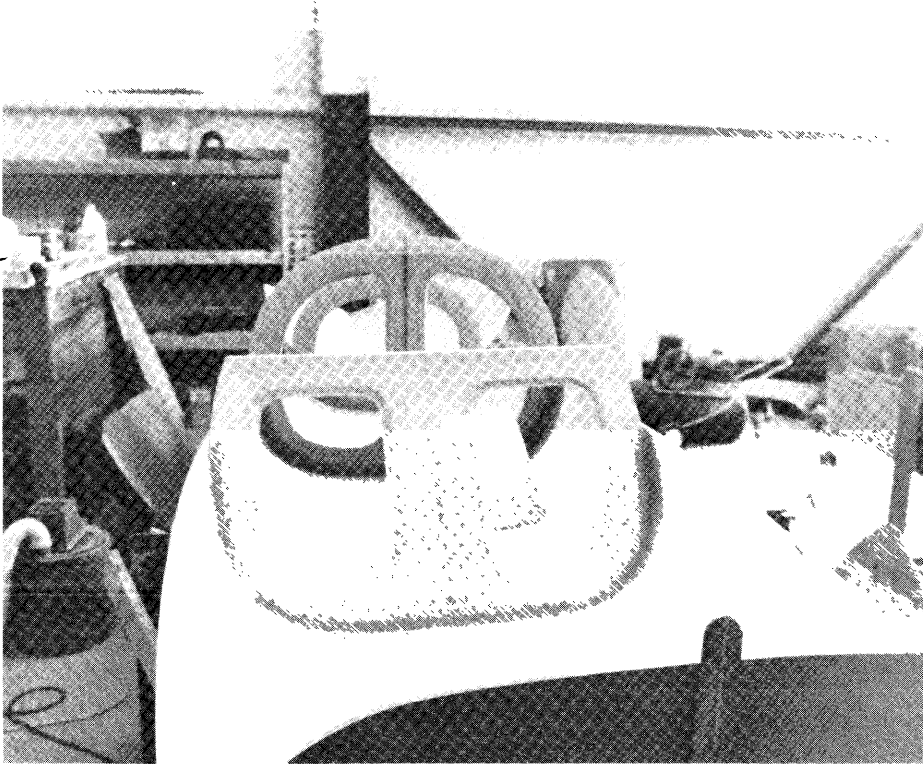
Applying the micro slurry mixture to the canard top surface. Note the jiggling so that the foam cores hold their shape.



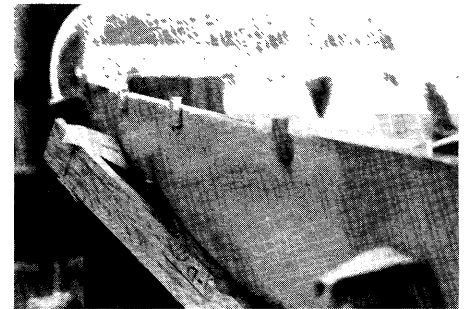
Installation of the elevator slot foam cores onto the canard.



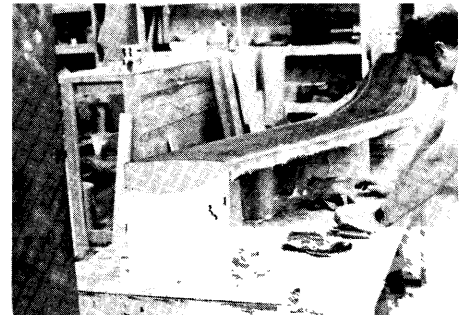
Beginning of the wheel pant.



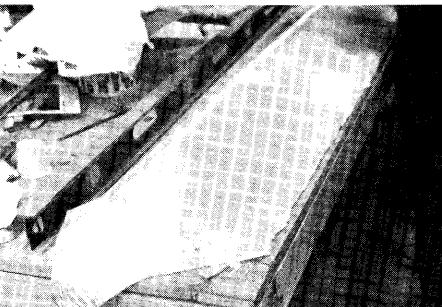
Fuselage bulkheads bonded to the lower pre-fabricated fuselage shells.



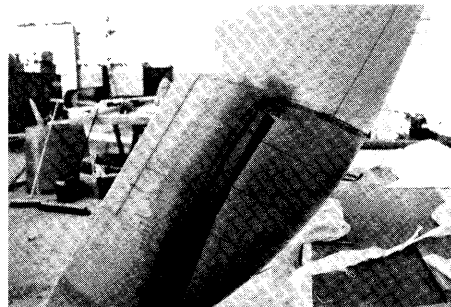
Small tabs may be bonded to the outside of the fuselage shells to improve jiggling upon assembly.



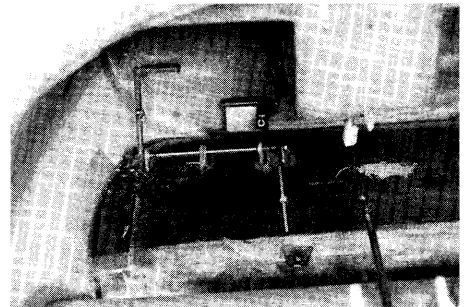
Time to relax, following lamination of the many plies of fiberglass.



Fiberglass cloth draped over the elevator foam core. The shiny finish will disappear when the cloth has been wetted out with epoxy.



The canopy has been bonded to the upper forward fuselage shell prior to cutting out the canopy frame.



Rudder pedal installation on the Q2.

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Quickie & Q2 Newsletter	
Subscription (1 yr.)*	\$6.00
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(2nd edition)*	\$8.00
Q2 Information Package	\$10.00
Pilot's Manual*	\$8.00

*Add \$1.00 for Air Mail overseas (U.S. funds)
California residents should add 6% state sales tax.

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 the Quickie & Q2 prototype, to ask questions, and to bring in parts of *your* Quickie for inspection. The hangar 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, Saturday, at 10:00 we often give a flight demonstration.

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



Testing continues on the hand launched two-place ultralight!



quickie

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