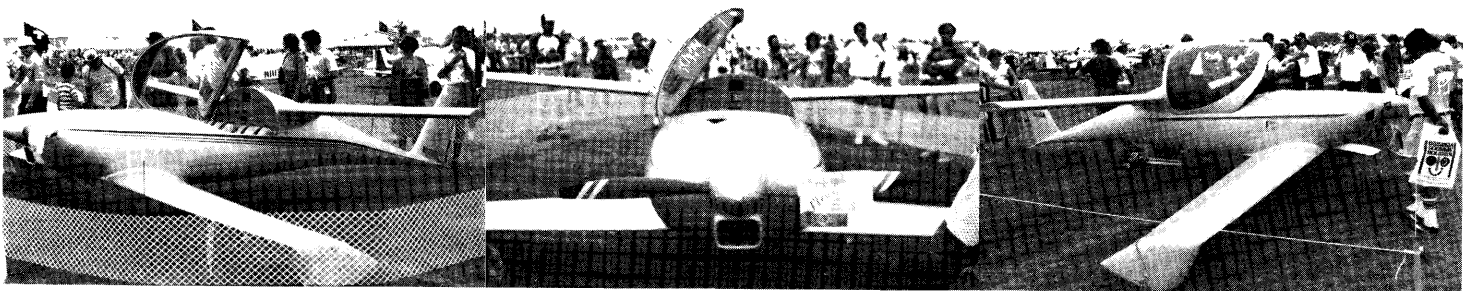
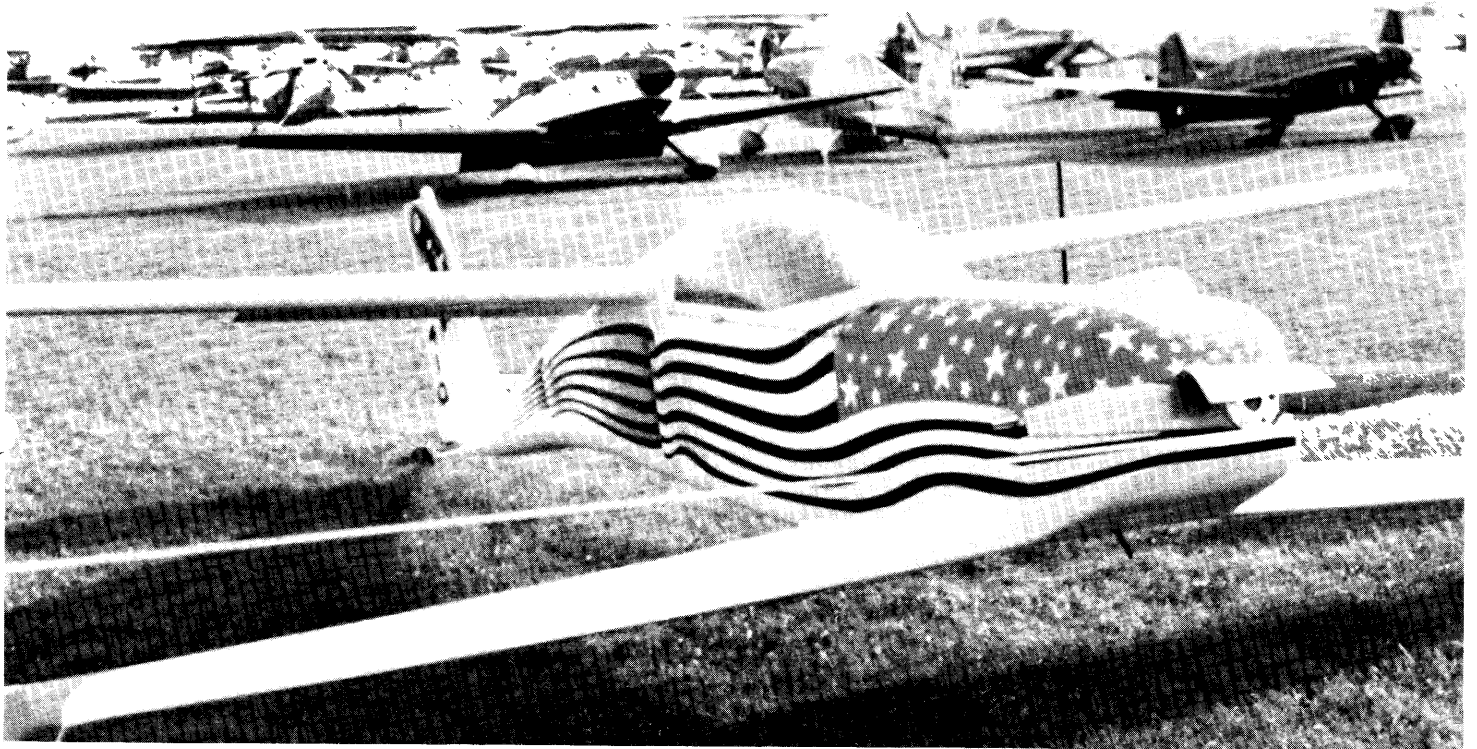


quickie

NO. 14

QUICKIE NEWSLETTER

OCTOBER 1981



OSHKOSH '81: Top photo is Doug Swanningson's Quickie. It was awarded the most attractive Quickie. (Bottom row, left to right) Garry LeGare's N8490P & QAC's Q2 N81QA. (photos by Don Murphy)

OSHKOSH 1981

The 1981 EAA Oshkosh, Wisconsin 'y-in was a great success. Nine Quickies and two Q2's attended the event. This year was the first Oshkosh for the Q2 design, and, to the best of our recollection, no other design except the Q2 has ever had two examples the first year at Oshkosh.

The trip east for QAC's Q2 (N81QA)

was complicated by bad weather in the mid-west. The 14 flying hour trip was completed with overnight stops in Tucumcari, New Mexico, and Kansas City, Missouri. N81QA was not the first Q2 to arrive at Oshkosh this year. Beating it there by a day was Garry LeGare's new aircraft N8490P. He had completed half of a 12,000 mile honeymoon trip through the breadth of Canada with stops also in the United

States, including the Dayton Air Fair in Dayton, Ohio. In order to reach Oshkosh on schedule, Garry had to transverse considerable rain, occasional snow (in July!), and operate off of short gravel and grass airstrips. The trip was an excellent opportunity to test out his Q2 in all kinds of weather. Garry reports that his Q2 came through in fine style.

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QUICKIE NEWS



Some of the 9 Quickies and 2 Q2s at Oshkosh.



Late in the week, the report reached Oshkosh that the first Q2 built by a home builder had flown. That gentleman's Q2 was completed in only 5 months of effort.

The Quickie/Q2 banquet Monday night was a sellout. This will become a regular feature.

The trip home from Oshkosh for N81QA was very quick. Gene left Oshkosh at 10:30 a.m. Saturday morning and arrived in Mojave, California at 12:30 p.m. on Sunday, having spent the night in Tucumcari again. On the way home, Gene found a considerable quantity of rain and bugs. He reports that a heavy load of bugs will cost 8-10 mph IAS on the slippery Q2. Although flying through moderate rain will wash the bugs off, the moderate rain also costs 8-10 mph IAS. Gene also noted a nose down pitch trim change flying into the rain, just like a Quickie. This pitch trim change is easily compensated for with the pitch trim control. Many conventional aircraft have the same trim change.

Garry LeGare has taken off and landed in the rain. He recommends a higher approach speed and cautions that the elevator force increases rapidly at low speeds.

We have commissioned some analytical detective work to model the effect of bugs and rain on Q2 airfoils. We will publish the results when they are available.

QAC cancelled its entry in the Oshkosh LBF 500 race in late July when it became obvious that we could not prepare the aircraft in time. Because of the rules governing fuel capacity and fill rate, it would have been necessary to build two extra fuel tanks and the attendant plumbing, install the hardware, and then test it. The race organizers were very cooperative and did everything they could for us; we are sorry that we could not participate. As it turned out, we were facing very stiff competition in the form of A.J. Smith and his one-of-a-kind \$100,000 racer. A.J. walked off with first place in all three events with a marvelous effort. His efficiency event score, corrected for fuel burn, of over 230 mph was within 1% of what we calculated N81QA to be capable of! A.J.'s 200 hp Lycoming made the difference here, as the rules favor using about 120 hp to run the race. Last month, A.J. stopped by Mojave to admire the Q2, and we had the chance to admire his racer up close.

The production Vari-Prop is installed on N77Q. The turbo-Onan is installed in N80QA. Both aircraft are awaiting FAA inspection.

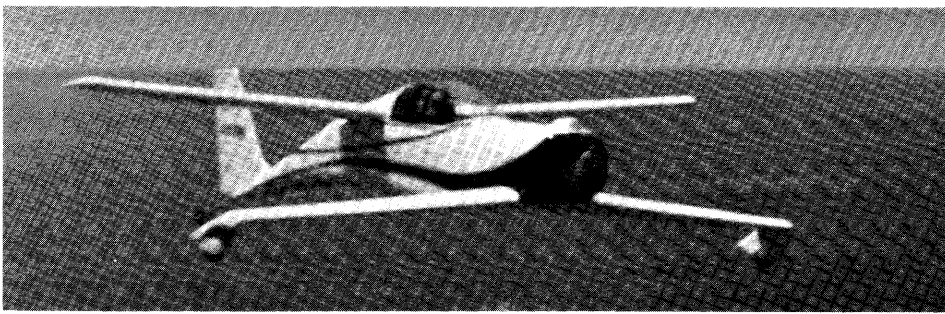
At last count, over 115 Quickies have made first flights. Nine Quickies attended the Oshkosh flyin this year. Doug Swanningson's beautifully painted Quickie received the award for the best Quickie or Q2. All pilots of attending Quickies received plaques suitably inscribed.

We are saddened to report that Mike Sullivan's English Quickie was involved in a fatal midair collision with a BBC camera aircraft. This is the first fatality in a Quickie; Mike was not the pilot of the aircraft at the time.

We appreciate Quickie builders sending along builder tips, suggestions, etc., for inclusion in this newsletter. In recent months, the number received has been diminishing. We need your support to make this column as informative as possible.

This month we have several cautions to pass along to all Quickie builders.

1. There have been at least two forced landings resulting from builders using the small skull cap spinners on their propellers. In each case, the spinner separated from the propeller and either damaged the propeller or removed it from the aircraft. Fortunately, neither pilot was seriously hurt. Do not use these spinners on your Quickie.
2. Many builders are still using bathroom scales for weight and balance data. This is an absolute no-no. You must use a set of accurate platform scales or aircraft scales. One builder found his aircraft 'lost' 20 pounds by weighing it on platform scales instead of the bathroom scales he had been using. More importantly though, inaccurate scales cause substantial errors in weight and balance computations. Weight and balance errors cause serious problems on first flights. Only with an accurate weight and balance will the pilot be able to load his aircraft within the published envelope.
3. We continue to see shoddy workmanship on engine baffling. Holes allow airflow to leak out of the high pressure area without contributing to cooling. All baffling must be tight with no air leaks. Otherwise, hot spots may lead to engine damage.
4. We still receive reports of fuel contamination incidents on early flights; please check for contaminants relentlessly. These types of incidents would never occur with proper vigilance.



Dick Menning's pretty Quickie.



Duke Anderson (lt) and Jack Van Ek (rt) pose next to their recently completed Quickie.

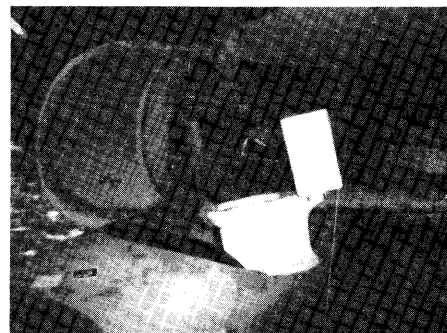
5. There have been two reported cases of loose magnets in the alternator cover. In one case, magnets came out during a static engine run. The tightness of the magnets should be checked initially, and then each time that the engine is removed from the airframe. At the factory, dabs of epoxy are used to secure the magnets. This is only a backup for the roll pin assembly method.
6. We have also received two complaints of inadequate battery charging that have been traced to improperly positioned magnets in the alternator cover. Inspection, and or replacement, can only be done back at QAC. Measuring the output voltage of the alternator will confirm the problem.

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 hp engine option. This propeller provides greater rate-of-climb (about 20%) with a loss in top speed of about 4 mph. It would be particularly useful for short fields at higher density altitudes.



Some builders who are installing long range fuel tanks must tackle other problems head on!



Southeast Quickie's Quickie on its maiden flight, 13 September, 1981. The aircraft took 10 months of part time effort to build. It has dual nav antennas, a com antenna, and full night lighting equipment.

THE OVERGROWN QUICKIE

Several Quickie builders who attended the Reno Air Race in September told us about a biplane racer that looked remarkably like a scaled up Quickie with a big Lycoming engine in it. While it may be true that imitation is the sincerest form of flattery, we must also state that we had nothing directly to do with the aircraft in question. Therefore, we really can't comment on its performance, safety, strength, or the status of its development; sure would like to put a big engine in N81QA and race it though!

In August, 1981, 250 Q2 kits were sold! In response, we have doubled the fuselage shell production rate. Other vendors are presently expanding their rates of production. By late October, the Q2 backlog on Package 1 was back down to 12 weeks. We expect future expansion to bring that backlog down to 4-6 weeks by the end of the year. Often, our dealers have kits in stock for immediate delivery.

The response to the Q2 at the Oshkosh, Wisconsin flyin was overwhelming. Both N81QA, owned by QAC, and N8490P, owned by Garry LeGare, attended the flyin. Further, during Oshkosh week, the first true Q2 homebuilder made his maiden runway flight. As this newsletter is being written, several other builders are ready to fly.

Much of the last three months has been dedicated to developing options for the Q2.

HYDRAULIC DISC BRAKES – Those of you who have been following the Q2 program since its inception, know that we have wanted to supply hydraulic disc brakes, but did not think it reasonable to add over \$300.00 to the cost and over 10 pounds to the weight by using existing production type disc brakes designed for much larger aircraft. As a result, up until August 8, 1981, mechanical internal expanding drum brakes were the standard system.

We have completed the development on our own hydraulic disc brake system. It uses off-the-shelf hardware including Airheart discs, calipers, and master cylinder, combined with special pieces that we have fabricated. The resultant system is impressive. It weighs about the same as the drum brakes and provides a significant increase in braking effectiveness together with an equally significant reduction in brake maintenance. As a result, all Package 1 kits sold after August 8 at the new \$5,700.00 price will include the hydraulic disc brakes as standard. For those already building a Q2, we will sell you a retrofit kit for our cost, \$149.00, plus the return of your mechanical brakes (drums and linings). The hydraulic disc brake system uses a single pull handle in the left console to control both brakes. This concept is superior to individual toe brakes. For those wishing to retain the original mechanical brakes, we will provide materials and plans for converting them to a single pull handle at no charge. The new hydraulic disc brakes are not a mandatory change for the old builders, but by making them available at our cost, we hope to encourage builders to convert. During one of our Saturday flight demonstrations, Gene was able to stop N81QA in 450 feet against a 15 knot

headwind at 4000 feet density altitude after a normal approach to landing. This demonstrates the performance obtainable by a pilot experienced in the Q2.

AVIONICS PACKAGE – the avionics package is on hold at this time, pending the outcome of an acquisition of the Edo-Aire light aircraft radio line by a new company formed by the existing employees. We should know future availability by mid-November, at which time we can decide whether to look elsewhere.

NIGHT LIGHTING PACKAGE – We have finalized hardware and specifications on a combination strobe, position light setup mounted in each main wing tip. We will know the cost and availability in early November.

PARKING BRAKE – a parking brake option for the hydraulic disc brakes is available for \$80.00, including plans.

DUAL CONTROLS – We haven't had the necessary time to finalize the dual control package. With the hydraulic disc brakes, a dual rudder pedal, dual brakes, dual throttle, and single center control stick will be an easy retrofit. The mechanical brakes are not convertible to a dual braking system without much complexity and maintenance. For those of you desiring a second control stick, we are working on that also, but the system will be more expensive and complicated than the single center control stick version. We expect to have the drawings detailed by late November, and parts in stock, and prices set by early December.

Elsewhere in this newsletter you will see further discussion of Q2 flying qualities.

Inadvertently, some Q2 builders may have been shorted part of their plans. If you purchased Package 1, you should have chapters 1-14, a Table of Contents, and Appendix Sheets 1-6. If you have purchased Package 2, you should also have Chapters 15-20. Builder tips and Plans changes (Q2BT's and Q2PC's respectively) are found in the Quickie Newsletter and in the plans addendum (pages ii thru vii so far). Please drop QAC a note if you didn't get everything.

Current prices are \$5,700.00 for Package 1, \$1,700.00 for Package 2, and \$3,095.00 for Package 3. When Packages 1 and 2 are purchased together, the customer saves \$200.00 at the \$10,295.00 price.

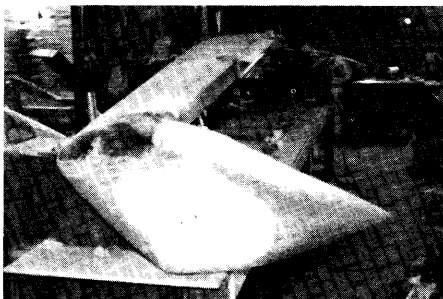
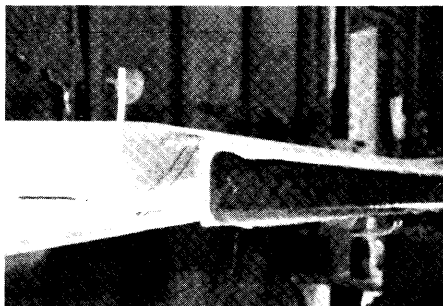
Available options are as follows:

- \$148.00 Electric Starter
- 280.00 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)
- 80.00 Parking Brake (For hydraulic disc brakes – includes plans)

The custom upholstery set contains the following items: seat 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.



We couldn't resist another picture of Gene Sheehan, N81QA, and the trophy that Gene won for first place overall at the CAFE 250 Air Race, Santa Rosa, CA, June, 1981.



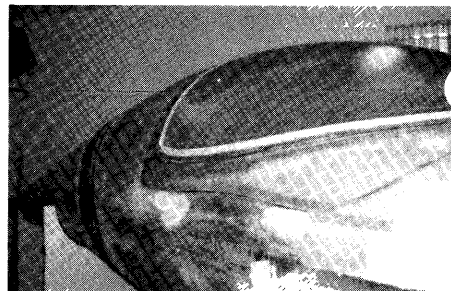
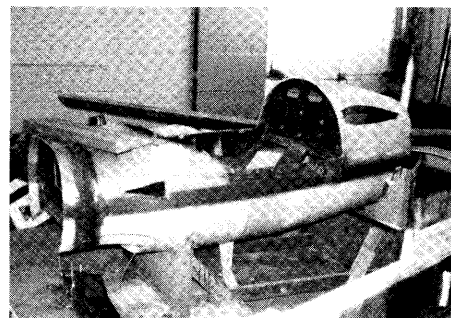
These are pictures of Dave Elliot's Q2 under construction at Mojave, CA.

Q2 RIDES

We have set up a program to give Q2 builders rides in our Q2, N81QA, within the thirty day period before the builder completes his own aircraft. These rides are by prior arrangement only; the program includes suggestions and recommendations to the builder on conducting the early flights.

Serious prospective builders will also be given a chance to ride in a Q2. Because of the very large number of people involved, a fair method of selection, perhaps drawing names out of a hat, may be needed. Initially, these rides would be limited to Saturdays at Mojave, CA, in good weather conditions, and by prior arrangements.

Because the Quickie is single place, a similar program for the Quickie does not exist at this time. However, Quickie builders within the thirty day period before their first flight, will have the opportunity for a ride in N81QA also.



Larry and George Losey, Q2 s/n 2215, came up with a neat method for hinging the canopy to keep everything tight. The curve allows the hinges to be positioned for easy opening, even though the fuselage has double curvature in that area.

THEY'RE WRITING ABOUT US AGAIN . . .

Feature articles on the Q2 appeared in Popular Science, August, 1981; Private Pilot, August, 1981; and Flying, October, 1981. Flying, November, 1981 has a report on the CAFE 250, as well as a 4-page, 4-color insert by Quickie Aircraft Corporation.

QUICKIE/Q2 TRAILERS

Deltac Aircraft, 6616 Madison, Cincinnati, OH 45227, a Quickie/Q2 dealer, is putting the finishing touches on a very nifty trailer design. Contact them directly for details, prices, etc. Production may not begin until the end of the year.

FACTORY EXPANSION

We now have the following phone numbers for the public: (805) 824-4313 and (805) 824-4626. There is also a private, unlisted Builder Hotline number given out only to builders. This number is for Technical Building Assistance only. The expanded builder hotline hours are: Tuesday thru Friday, 1 p.m.-5 p.m. (PST); Saturday, 9 a.m.-4 p.m. (PST). Our staff has more than doubled in the preceeding two months to handle the large volume of orders that we are receiving. To improve customer service, we have separated job functions as follows:

Shipping schedules Ron Lundgren,
Mel Kirkman
Backorders Ron Lundgren
General information Mel Kirkman,
Brenda Bell
Literature Linda Martin

By asking for these people, the customer will minimize unnecessary delays on the phone. Starting with the next issue, we will feature one employee in each issue to further acquaint our customers with the personnel.

The Quickie Aircraft Corporation facility at Hangar 68, Mojave Airport, Mojave, CA is open Tuesday thru Saturday, 9:00 to 5:00. We are closed Sunday and Monday.

Anyone planning to pickup a Q2 kit at our facility, must give Mel Kirkman at QAC 30 days notice in writing and also confirm what is to be picked up.

OWNER'S ASSOCIATION

Mr. Robert Herd, 2306 9th Street, Lubbock, TX 79401, wants to start a Quickie/Q2 owners club. He proposes to publish a monthly newsletter to disseminate a maximum amount of information of relevance and interest to the builders. We think that this is a very good idea. Most major makes of aircraft have their own owners' associations (e.g. The American Bonanza Society, Ercoupe Owner's Association, etc.). All active builders who would like to see this newsletter should contact Mr. Herd. We will cooperate with him fully.

CONSTRUCTION SEMINAR

We are delaying our annual construction seminar from its normal Thanksgiving date to Saturday, February 13, 1982.

For those of you who have not attended one of our construction seminars, the following schedule will be in effect:

11:00 Flight Demonstrations of the Quickie and Q2.

12:00 Lunch (not catered)

1:00 Quickie/Q2 construction seminar including the following subjects:

1. materials
2. hotwiring
3. lamination
4. inspection
5. quality control
6. repairs
7. advanced techniques

The seminar will end at about 5:00 p.m. Please call QAC and make reservations prior to January 4, 1982.

QUICKIE/Q2 DEALER PROGRAM

In February, 1980, we began to carefully establish a network of dealers across the country in order to better serve our customers. There is now a quickie/Q2 dealer within easy reach of nearly everyone in the United States.

We encourage all prospective builders to visit their local dealer, as our dealers not only stock kits, plans, and some materials, but also have real live Quickies and/or Q2's under construction for you

to examine. Further, they can direct you to other builders and enthusiasts in the vicinity. The dealer can provide a focal point for assistance with your project.

To anticipate a question, the dealership does not result in higher prices to the consumer, only superior service. As a first time homebuilder, you need and deserve the support of us and our representatives throughout your construction and early flying.

DEALERS

CALIFORNIA

Q-Aircraft of So. Cal., Inc.
P.O. Box 2367
Mission Viejo, CA 92690
714/951-3681

NOR-CAL Quickie Aircraft
P.O. Box 275
15942 Via Cordoba
San Lorenzo, Ca 94580
415/276-8102

FLORIDA

Southeast Quickie, Inc.
5610 Pinetree Road
Pompano Beach, FL 33067
305/721-9265

ILLINOIS

Q-CRAFT Distributors
Box 194
1121 Illinois Avenue
Fairfield, IL 62837
618/842-2390

IOWA

Micro Mesh
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1217 West Third Street
Wilton, IA 52778
319/732-3240

LOUISIANA

Grass Roots Aviation
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Delhi, LA 71232
318/878-9464

MAINE

Northeast Quickie
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Oakland, ME 04963
217/634-2156

MICHIGAN

Quickie Aircraft Sales of Michigan
P.O. Box 201
611 North 10th Street
Plainwell, MI 49080
616/685-5238

MINNESOTA

Quickie Aircraft of Minnesota
10260 Amsden Way
Eden Prairie, MN 55344
612/941-1450

NEX MEXICO

Composite Aircraft Co.
106 Jefferson Place
Hobbs, NM 88240
505/393-4479

NORTH CAROLINA

Ray Stroud
P.O. Box 34
Wilkesboro, NC 28697
919/838-8957

OHIO

Deltec Aircraft
6616 Madison
Cincinnati, OH 45227
513/732-0800

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Quickie Southwest
RT 2 Box 1490
Owasso, OK 74055
918/272-2775

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R.F. "Bob" McFarland
Aero Services
333 So. Front Street
Wormleyburg, PA 17043
717/763-7654
717/737-2665

SOUTH CAROLINA

Clio Crop Care
P.O. Box 422
Clio, SC 29525
803/586-9225

TEXAS

Q-Craft of Texas
P.O. Box 1717
229-A Industrial Blvd.
Liberty, TX 77575
713/336-6991

WASHINGTON STATE

Quickie Northwest, Inc.
17633 S.E. 301 Street
Kent, WA 98031
206/630-5080
206/655-2963

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Stubbs Aero Products, Inc.
Alton, Ontario
Canada L0N1A0
519/941-1600

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| Subscription (1 yr.)* | \$6.00 |
| Quickie Information Package | |
| (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.



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 Plan 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.

QUICKIE/Q2 PATCHES AND T-SHIRTS

We have created custom patches and T-shirts for both the Quickie and Q2. You may order direct from QAC or through one of the dealers. The prices are as follows:

- \$2.00 Quickie patch
- 3.00 Q2 patch
- 7.00 QAC T-shirt (specify men's or women's sizes: sm, med, or large)

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 MasterCard for those of you in a hurry.

quickie

Quickie Aircraft Corporation
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Mojave, CA 93501
(805) 824-4313

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