

Quickie

NO. 15

QUICKIE NEWSLETTER

JANUARY 1982



This demonstration of proper hot-wiring technique took place at a construction seminar sponsored by Quickie Aircraft of Minnesota. Over 100 people attended.

QUICKIE NEWS

Over 125 Quickies have made first flights. Testing continues on the Turbo-Onan installed in N80QA. We are currently working on resolving some carburetion problems with the installation.

It is strongly recommended that Quickie pilots periodically verify and calibrate their tachometers using another tach of known accuracy, such as a hand held Heathkit model or Sears Auto-Analyzer unit. Inaccurate tachs do not permit the pilot to monitor his engine properly. The 18 h.p. engine should turn 3000 r.p.m. static with full throttle; the 22 h.p. versions should turn 3150 r.p.m. static under the same conditions. If you don't know what your static r.p.m. is, you should not take off.

As has been pointed out in the Quickie Newsletter, and emphasized in the Quickie Construction Plans, it is very important to have a smooth, wavefree forward canard surface. Refer to the plans for complete specifications. Recently, a builder painted some stripes on the leading edge of his canard. The edges of the paint, where the tape ran, were far in

excess of the acceptable thickness. The result was a canard with a low maximum lift, thus raising the stall speed, reducing the performance, and making the aircraft feel nose heavy. We will demonstrate the proper procedures for checking and finishing the forward canard surface at the upcoming seminar.

In level flight at cruise power, the elevator position of a Quickie at mid c.g. should be about -5 degrees (i.e., 5 degrees trailing edge up). All Quickie pilots should check this at the next opportunity. It is an acceptable means of determining that the wing and canard are at the proper relative incidence. If the elevator position in cruise is much below -5 degrees, the Quickie may feel nose heavy, particularly in the rain. Some performance degradation may also be anticipated. This result was noted and examined on a Southern California Quickie.

For those builders who would like a true climb propeller for the first few flights, rather than the cruise propeller provided with the kits, we have created a 42" diameter, 27" pitch climb propeller and will make it available as follows: with a deposit by the builder of \$150.00, we will send the special prop to the builder

for his initial flights. When he returns the prop to us in good shape, prepaid freight, we will return his complete deposit.

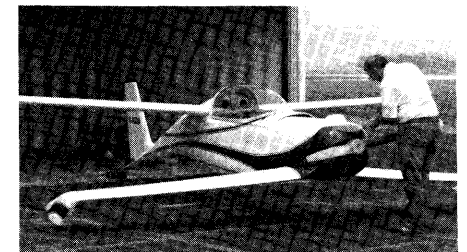
We request that builders use the special, unlisted Builder Hotline number only for construction questions; please no back-order, option orders, or delivery date questions.

We want again this month to caution builders against using the small skull cap spinners on the Quickie. They are just not secured well enough, and the result of one coming off in the air is at minimum a forced landing.

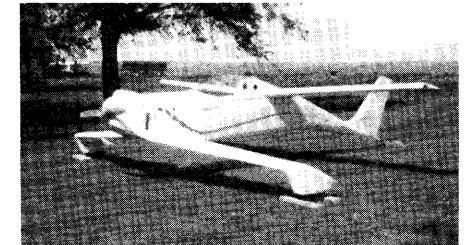
Recently, we discovered that we had not shipped backorders to several Quickie builders due to a filing slipup. We sent out over 100 letters to catch the few we may have missed. We are making a concerted effort in February to complete all backorders, and have hired additional personnel for that purpose.

Prior to the first flight, each Quickie builder should break his engine in for a minimum of 8-10 hours. This can be done in the airframe, with the aircraft tied down, and the engine allowed to run. The r.p.m. should be varied periodically and all temperatures and pressures monitored at all times. No full throttle static runs should be made prior to 5 hours. Inspect for fuel contamination in all fuel lines and filters after each ground run and after the first several flights.

continued on page 2



Richard Menning's Quickie.



The pretty Quickie of Jerome Peck and Gordon Reneberg.

It would help our office staff if all correspondence would reference the builder's serial number also.

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.

Please keep your builder tips, comments and queries coming.

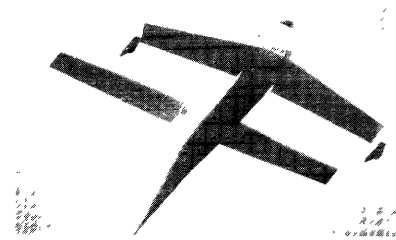
CURRENT EVENTS

The annual Lakeland, Florida EAA Fly-In is 14-20 March, 1982. Quickie Southeast will be hosting two seminars during the week. On Thursday, 18 March, they will host, "An Introduction To Foam And Fiberglass." On Saturday, 20 March, they will conduct a forum on the Quickie and Q2.

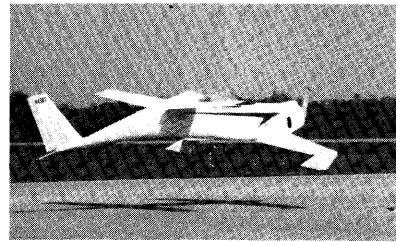
Quickie Newsletter No. 13 details the results of the inaugural CAFE 250 Air Race, where the Q2 finished 1st, and Quickies finished 2nd, 4th, and 12th, thereby sweeping the event. For 1982, the event will again be held in mid-June, but both the formula and race length have been altered. This year's event has been renamed the CAFE 400. The formula determining the placings has been modified to make the production aircraft more competitive. The results this year will be more indicative of relative seat mile-per-gallon figures rather than pure fuel efficiency. We plan to enter N81QA again, and there will be at least one Quickie in the race also.

Builders of both the Quickie and Q2 have the opportunity to receive rides in N81QA, our Q2, within the thirty day period prior to the builder's first flight in his own aircraft. These rides are by prior arrangement only; in addition, at the same time, suggestions and recommendations will be given to the builder on conducting his early flights to promote safer flying. Over 46 rides have been given to date.

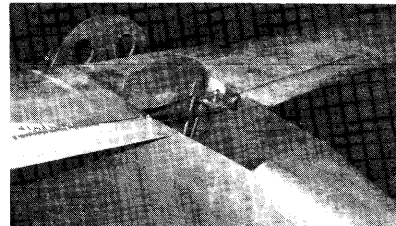
Each Saturday, weather permitting and N81QA in town, we give a flight demonstration of the Q2. We usually get a large turnout on these occasions, and have been selecting an attendee's name from the hat at random for a Q2 ride.



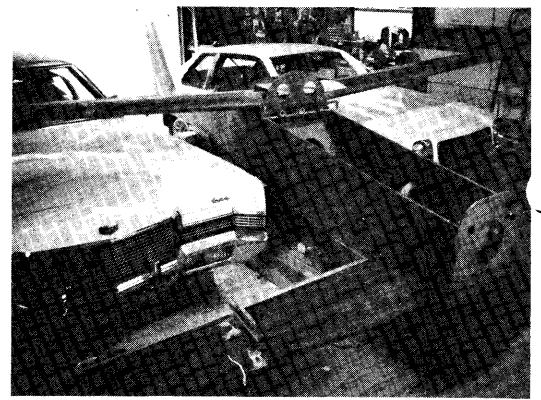
An unusual view of the Quickie owned by Mr. Hubin and Mr. Brumbaugh.



N45BT built by Bill Thurman, the aircraft has over 110 hours.



This picture from Mr. Prell shows detail on his Quickie's aileron control system.



These are pictures of John Hicks' Quickie nearing completion.



GENERAL INFORMATION

We 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 through Friday, 1 p.m.-4:30 p.m. (PST); Saturday 9:00 a.m.-4 p.m. (PST). Since the demand on this line is large, we ask our builders to have specific questions ready before calling, and to *not* use the line for shipping information, backorders, or option orders. In this manner, we can maximize our builder support.

The Quickie Aircraft Corporation facility at Hangar 68, Mojave Airport, Mojave, CA is open Tuesday through Saturday, 9:00 a.m.-5:00 p.m. Please note that we are closed Sunday and Monday.

The large and increasing demand for the Quickie and Q2 has demanded considerable growth of personnel and services at QAC. This has resulted in growing pains. We are implementing many procedural and personnel changes to improve service and deliveries; we appreciate the cooperation and understanding of our customers as we strive to meet the demand.

To improve customer service, please ask for the following personnel if you have questions in these areas:

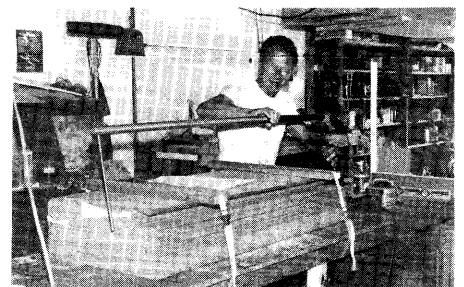
Shipping schedule:

Package 1 and 2 Ron Lundgren
 Package 3 Mel Kirkman
 Backorders Ron Lundgren
 Literature Linda Martin

Starting with the next issue, we will feature one of our employees every issue to further acquaint our customers with the personnel.

There will be a charge of \$35.00 if a kit is picked up in Mojave. This charge is for the shipping entailed by QAC to consolidate the packages as each kit is normally drop shipped. In addition, we find it necessary to charge an additional \$25.00 if the customer does not pickup the shipment as scheduled and makes no other arrangements prior to that pickup date. In the past, we have had kits sitting at our facility for several weeks due to missed pickup dates.

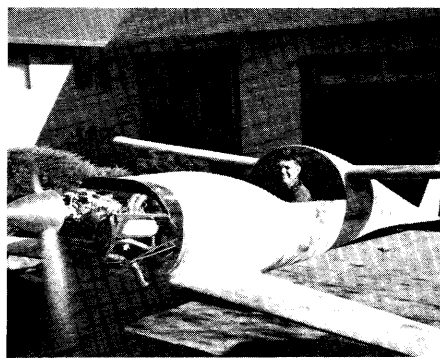
We ask that all builders please reference their serial numbers on all communications. This will make our job much easier.



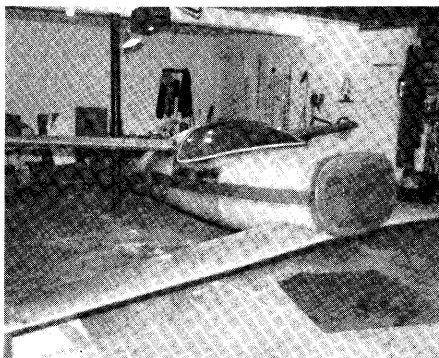
An interesting idea on holding the foam blocks down for hot-wiring without heavy weights. One would have to be careful to apply relatively equal pressure along the foam to prevent buckling, crushing and bending.



Melvin Ellis sanding on his Q2 prior to painting.



Another picture of Melvin's aircraft after first rollout. The aircraft is currently flying.



Duane Swing's Q2 nearing completion. He plans to attempt several world records in the 500 kg. class.



Theo Martin of Composite Aircraft Co., Hobbs, New Mexico, and his Q2.

Q2 NEWS

Several Q2 builders are already flying their creations. Over 700 kits are under construction.

Please note under *QUICKIE NEWS* the subject matter on canard surface waviness and elevator position at cruise. That information applies to the Q2 also, except that the cruise elevator position for the Q2 should be about -7 degrees (i.e., 7 degrees trailing edge up).

Many individuals have requested additional information on the Revmaster 2100-DQ engine used in the Q2. You may feel free to contact Revmaster Aviation directly at: Revmaster Aviation
Chino Airport
Chino, CA 91710

The Revmaster 2100-DQ engine features a forged steel crankshaft, a dual-magneto ignition system (Bendix D-3000 magneto), magnesium crankcase, and provisions for the future variable pitch propeller. Contact Revmaster if your engine did not arrive with literature on the engine.

Development continues on the variable pitch propeller. Extrusions are in work for the first set of test blades. The Turbo-Revmaster designed specifically for the Q2 is proceeding slowly because of the need to increase deliveries of the standard Q2 engine, of which over 90 have been delivered.

We are making a concerted effort in February to complete all available back-orders, and have hired additional personnel for that purpose. If you have not received at least one shipment by early March, please contact us with a list of the components and we will look into it immediately. In the past, we have had

problems with undelivered and/or returned merchandise.

It is planned that several optional equipment packages for the Q2 will become available in February. They include:

1. Premolded wheel pants – These components are molded from urethane foam to shape; the builder mounts and glasses them. Contact QAC for price and delivery.



2. Hydraulic Disc Brakes – Standard with the current kits; available on a retrofit basis for \$149.00 plus the return of the old style mechanical brake drums and linings.
3. Parking Brake – a parking brake option for the hydraulic disc brakes is available for \$80.00.
4. Dual Rudder Pedals and Dual Brakes – This option, which is available 1 March, 1982 for \$118.00, and when combined with the standard center stick, allows for some dual instruction and check-out.
5. Dual throttle – available in late February for \$27.00 can be combined with Option 4 above for additional dual instruction capability.
6. Night VFR lighting package – Available through Aircraft Spruce & Specialty, Box 424, Fullerton, CA 92632, 1 March, 1982. The price is yet to be determined.

7. Vacuum Pump option for the Revmaster 2100-DQ.
8. 500 x 5 Tire option – \$95.00 outright; \$81.00 with exchange of standard tires.

In addition, other options already available include:

- \$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)

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 have not been successful in putting together an avionics package as of yet. We will continue to research this, but would not necessarily advise Q2 builders to wait.

Current backlog on Package 1 and 2 is 4-6 weeks from receipt of orders. Package 3 has been running considerably longer; steps have been taken to speed up deliveries.

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.

Below is a listing of average construction weights for several Q2 components:

1. Fuselage bulkheads	
Lower seatback	1.75 lb.
FS 94	1.4 lb.
FS 120	0.75 lb.
Canopy Aft Bulkhead	0.75 lb.
FS 175	0.2 lb.
2. Builder constructed fuel tank	5.7 lb.
3. Canopy and Frame	15.5 lb.
4. Cockpit console pieces	
Center (3 pcs.)	1.1 lb.
Side console top	0.5 lb.
5. Fuel Header Tank	3.5 lb.
6. Vertical Fin	4.0 lb.
7. Rudder	0.9 lb.
8. Main Wing (no ailerons or trailing edge foam cores)	28.0 lb.
9. Canard (no elevators or wheel pants)	46.0 lb.
10. Elevators (left and right combined)	9.0 lb.



Fuselage shells under construction.

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

COLORADO

AERO SYSTEMS
Tri-County Airport
Erie, CO 80516
303/665-9321

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

H.A.W. COMPANY
Box 818
1217 West Third Street
Wilton, IA 52778
319/732-3240

LOUISIANA

Grass Roots Aviation
P.O. Box 215
Delhi, LA 71232
318/878-9464

MAINE

Northeast Quickie
RFD #2 Box 219A
Oakland, ME 04963
207/634-2156

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

NEW 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
4230 Grissom Blvd.
Batavia, Ohio 45103
513/732-0800

OKLAHOMA

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

PENNSYLVANIA

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

DALLAS/FT. WORTH QUICKIE, INC.
11215 Northland Circle
Dallas, TX 75230

WASHINGTON STATE

Quickie Northwest, Inc.
17633 S.E. 301 Street
Kent, WA 98031
206/630-5080
206/630-5019

OUTSIDE UNITED STATES— EASTERN CANADA

Stubbs AeroProducts, Inc.
Alton, Ontario
Canada LON1A0
519/941-1600

DISTRIBUTOR

OUTSIDE UNITED STATES

Leg-Air Aviation Ltd.
20085-38 B. Avenue
Langley, B.C. V3A 6H6
604/534-0344

QUICKIE/Q2 TRAILERS

Deltec 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.

BE THERE

We would like to see as many Quickies and Q2's as possible at the '82 EAA Fly-In at Oshkosh.

There will be gifts for all builders that attend with their planes. Of course, our annual Builders' Banquet and Awards Ceremony will occur during Oshkosh week. We'll provide the details in an upcoming newsletter. Dates for Oshkosh 1982 are July 31-August 7, 1982.

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:

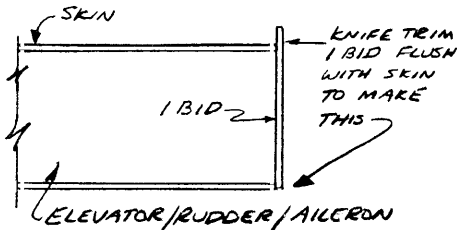
- 2.00 Quickie patch
- 3.00 Q2 patch
- 7.00 QAC T-shirt (specify men's or women's sizes: sm, med, or large)

Q2 PLANS CHANGE NOTICES

NUMBER: Q2PC20

DATE: 4 December, 1981

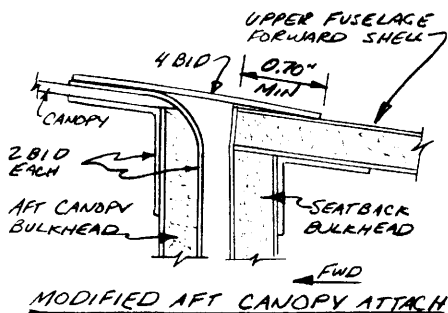
Each end of each elevator, aileron, and the rudder should be capped with 1 BID and a flox corner all the way around the outside skin. An alternative method is to brush micro onto the bare foam as a seal. Either of these two methods should be accomplished before priming and painting but after final trimming of the lengths of the control surfaces and trial fitting to the canard, wing, and vertical fin. See sketch included here.



NUMBER: Q2PC21

DATE: 25 January, 1982

Modification to the Aft Canopy Attachment; Page 13-4; Attach the aft canopy bulkhead to the canopy with 2 BID inside and outside, as shown, prior to fabricating the aft canopy seal from 4 BID. The original drawing on Page 13-4 showed a very short length attachment on the outside (i.e., aft face) of the aft canopy bulkhead.



Q2 BUILDER TIPS

Q2 Plans Addendum sheets i through xii should be in the hands of each builder.

NUMBER: Q2BT29

DATE: 15 January, 1982

Quickie/Q2 Tiedowns—When going cross country in QAC's Quickie or Q2, we try to leave the aircraft in a hangar for overnight parking. If that is not possible we use the standard tie down rope to loop around the tailspring for security. By securing the tailspring firmly to the ground, we find a minimum tendency for the Q2 to become airborne, even in high winds. One could also fabricate ring type nuts for each axle end location so as to use the standard airport wing tiedown ropes.

NUMBER: Q2BT30

DATE: 15 January, 1982

Upholstery—Many builders are opting to make their own upholstery rather than to purchase the available upholstery option. One must size the upholstery to fit the frame of the pilot. Be sure to provide access to the baggage compartment behind the seat.

NUMBER: Q2BT31

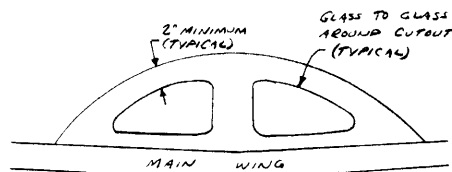
DATE: 15 January, 1982

Baggage compartment—Use netting across the FS 94 Bulkhead and foam/fiberglass panels to isolate all flight control parts if it is planned to place loose objects in the baggage compartment. Instead, tie down straps could be installed.

NUMBER: Q2BT32

DATE: 15 January, 1982

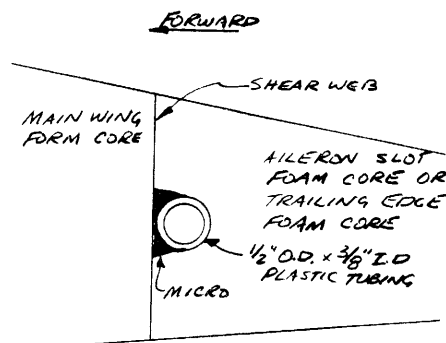
Overwing Storage Compartment—If desired, two cutouts may be made in the upper seatback bulkhead to gain access for storage to that area over the main wing center section.



NUMBER: Q2BT33

DATE: 25 January, 1982

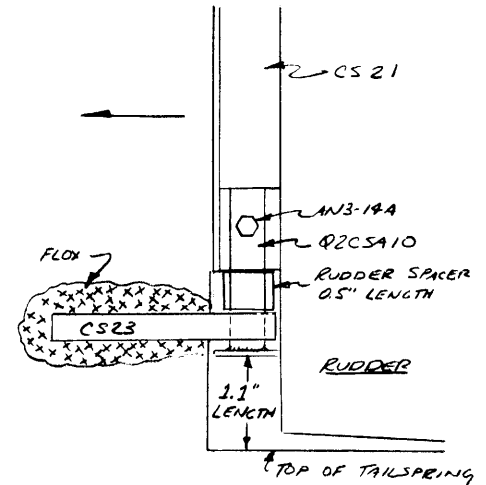
It is recommended that navigation/position lights be located in the tips of the main wing if a builder desires to include this feature on his aircraft. The sketch included here shows the recommended routing of the conduit for the wires through the main wing. Mount the plastic tubing with dabs of 5-MIN and fill the void with micro.



NUMBER: Q2BT34

DATE: 26 January, 1982

Removal of the Rudder; Page 14-2; The sketch included here indicates that approximately 1.1" separation between the bottom of the Q2CSA10 and the top of the tailspring is needed in order to remove the rudder once it has been mounted to the vertical fin. To remove the rudder, remove the AN3-14A bolt and drop Q2CSA10 down. This will allow the rudder to slip off the pivot so that it can be removed from the aircraft.



NUMBER: Q2BT35

DATE: 26 January, 1982

Q2 and Quickie prefabricated fuel tank; This fuel tank is manufactured with the forward face about 3.5" higher than what is shown in the basic plans. This fact will allow more fuel capacity, if desired. Be sure to check first pilot and passenger legroom, particularly if you are tall. It may also be necessary to build a tunnel for the pitch control arm. The builder can, of course, use the plan provided template to reduce the fuel tank height to the standard figure.

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.

Published quarterly (Jan, Apr, Jly, Oct) by

Quickie Aircraft Corporation
Post Office Box 786
Mojave, CA 93501
(805) 824-4313

Quickie & Q2 Newsletter	
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 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
Post Office Box 786
Mojave, CA 93501
(805) 824-4313

FIRST CLASS MAIL