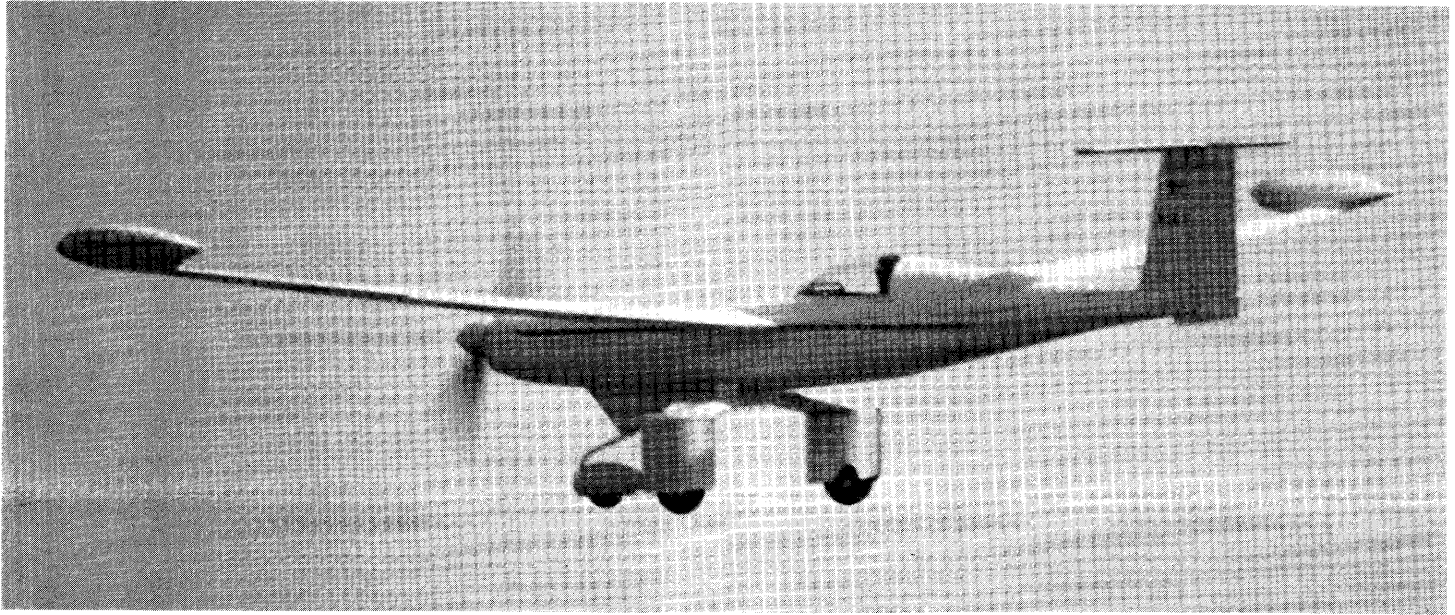


quickie

NO. 16

QUICKIE NEWSLETTER

APRIL 1982



FREE ENTERPRISE

Many of you have probably already seen pictures of the newest project around QAC, the FREE ENTERPRISE. No, it is not going to be a kit airplane! It was designed and developed to fly around the world non-stop and unrefueled, a feat never before accomplished by any aircraft.

Testing is progressing well toward a departure in May, 1982; the aircraft has become a flying testbed for many new ideas in airframe and propulsion systems that may turn up in future projects. The aircraft will remain a one-of-a-kind vehicle. We are currently negotiating with several prospective sponsors for the record attempt.

Q2 NEWS

Eight Q2's have flown as this is being written; another dozen builders indicate that they are within 30 days of flying; over 700 more are under construction.

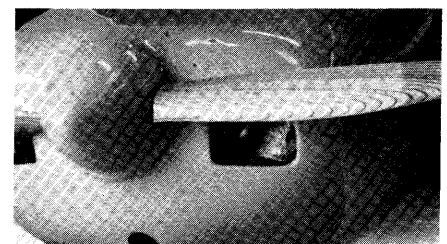
The prototype C-85 Continental installation being done by one of the builders is proceeding slowly. We expect to have some flight test data by June.

In the last issue, we covered the subject of canard surface waviness. As a result of a recent article in Sport Aviation and some flight test investigation that we have accomplished, further comments are in order. The surface waviness criteria called out in the plans (page 3-18 in the Q2 plans; page 19-7 in the Quickie plans) is 0.005" per 2" gauge length maximum. Above this limit, the maximum lift capability of the canard will be reduced significantly. One builder painted three stripes on the leading edge of his canard; no attempt was made to feather in the edges when the masking tape was removed, resulting in three stall fences. Therefore, the surface waviness of his upper canard under those conditions probably exceeded 0.012" per two inch gauge length along the entire span of the canard, resulting in a much reduced canard lift capability. After removing the three stripes, the builder spent further time smoothing the canard surface to tolerances of less than 0.005" per 2" length. The result was superior lift even compared to the original aircraft before the stripes were added.

Recently, Dave Elliot at QAC spent a few hours recontouring the canard on N81QA to within 0.002"-0.003" per 2" gauge length. The stall speed on N81QA has dropped over 4 m.p.h. as a result of

the modification. Obviously, not every builder will smooth his canard to that extent, but the message is obvious - extra work on the leading edges of the canard can appreciably improve performance.

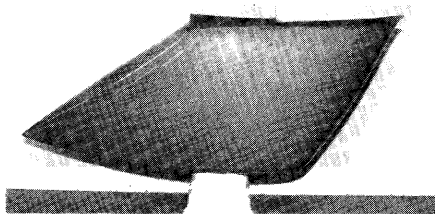
Recently, QAC has also been testing a Warnke 'almost constant speed prop'. This propeller is a laminated wood design configured to change its twist in flight aeroelastically. The result is more static and climb r.p.m. without overspeeding the engine at cruise. No mechanical or hydraulic techniques are used, making the propeller relatively inexpensive at about \$250.00. We currently have Mr. Warnke fabricating a second propeller as the first one did not have sufficient pitch at high speed. Nevertheless, the results are extremely encouraging; N81QA can have 1000 feet of altitude after takeoff by the end of a 4000 foot runway! We will keep our builders informed of developments. *continued on page 2*



Revmaster also reports that they are building a Q2 to serve as a test-bed for the turbocharged Revmaster engine intended for the Q2. It is well along, and they are pushing for completion about Oshkosh.

We are currently in the final stages of development on an aileron reflexing system for the Q2. This system allows the pilot from the cockpit to control the amount of reflex on the ailerons. The usefulness of this device became apparent in preparation for the CAFE 250 race last year when we optimized the Q2 for cruise at the sacrifice of easy takeoff and landing qualities. With the aileron reflexer, one can have both, and, indeed, can tailor the airframe for various combinations of weight, c.g., and speeds. We have been testing the unit for nearly one year. Plans and kits should be available in June; contact Brenda at QAC if you are interested. For the CAFE 400 race this year, we expect the system to be worth 2-3 m.p.h. in cruise speed.

The premolded wheel pants revealed in the last newsletter are now being delivered. The price is \$230.00 per set and the current backlog is about 20 days. The customer fiberglasses the pants and sizes the tire hole in these urethane molded parts. A typical builder will not only save approximately 10 manhours per aircraft by using these parts, but will also achieve a much nicer looking wheel pant configuration because of the improved shaping available by molding.

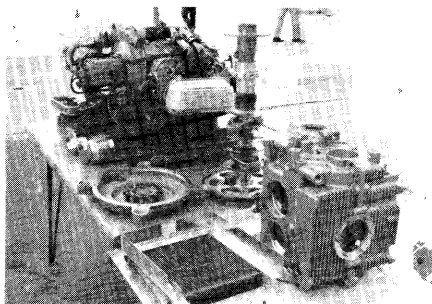


A picture of the left premolded wheel pant.

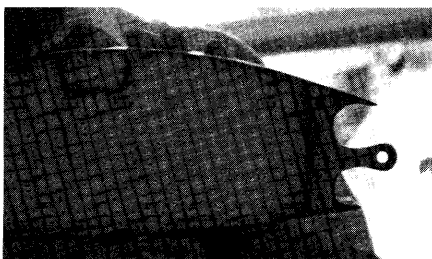
The current backlog on Package 1 shipments (\$5700.00) is less than 30 days. Backorders include seatbelts and a few hardware pieces. Package 2 (\$1700.00) is available for immediate shipment with only two backorders. Revmaster Aviation has been accelerating deliveries of Package 3 (\$3095.00). They estimate that by June all paid-in-full orders will have been filled. Builders ready for engine installation have been serviced on an as needed basis. If current projected delivery schedules are maintained by Revmaster, all customers with a deposit on Package 3 will have the opportunity to complete their purchase by early September.

By early May, all *known* backorders on Packages 1 and 2 with ship dates prior to March will have been completed. It is important for builders to inventory the contents of all shipments within 30 days from receipt and to report all backorders and discrepancies to QAC in writing immediately.

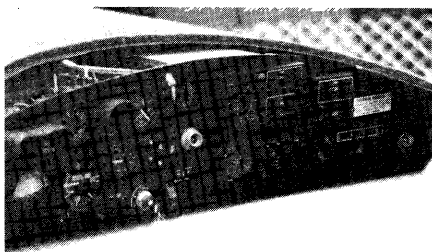
We expect both backlogs and prices to increase this summer, so now is an excellent time to purchase all or part of a Q2 kit.



Various pieces of the Revmaster 2100-DQ engine displayed at the Quickie/Q2 Construction Seminar.



Cross section of a Q2 canard at BL 50.



A well filled instrument panel for the Q2.

Revmaster expects to have the vacuum pump option in production by late May. Earlier engines may be retrofitted.

Available options for the Revmaster 2100-DQ engine include:

- \$280.00 Geared Electric Starter.
- 78.00 Oil Filter System.
- 32.00 Oil Sump Drain Assembly.
- 325.00 Vacuum Pump System.

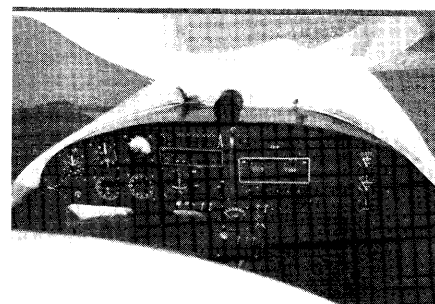
Further options available include:

- \$149.00 Retrofit Hydraulic Disc Brakes for the early kits. (Current kits include them as standard.)
- 80.00 Parking Brake option for the hydraulic disc brakes.
- 350.00 Custom Upholstery Set in Blue.
- 118.00 Dual Rudder Pedals and Dual Brake option also for the hydraulic disc brakes.
- 98.00 Prefabricated Fuel Tank.
- 27.00 Dual Throttle.
- 81.00 500 x 5 tires exchange (\$95.00 outright).

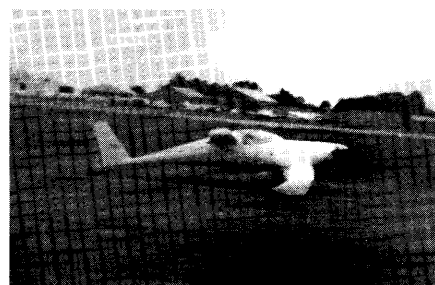
Except for the Dual Throttle, which is backlogged 30 days, the other options above are in stock and available immediately.

If builders will continue to advise us of accurate weights on individual components, we will present the average values in this newsletter to provide a guideline for the builder.

We are well along on the construction of a Q2 fuselage mockup. This unit will be used for both display and the development of several options ideas.



The recently completed Q2 by Clio Crop Care. Note the forward opening canopy and the complete instrument panel.



Melvin Ellis' Q2 taxiing out for first flight.

Q2 PLANS CHANGE NOTICES

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

NUMBER: Q2PC22

DATE: 9 April, 1982

Chapter 14 details the mounting of the vertical fin to the fuselage, but omits the details of the fileting and joining between the vertical fin base and upper fuselage. The space between the vertical fin and the top aft fuselage can be filled with scrap foam. It should then be glassed with 2 BID, lapping onto the vertical fin and the fuselage a minimum of 2 inches. This will secure the vertical fin to the fuselage.

Q2 BUILDER TIPS

NUMBER: Q2BT36

DATE: 9 April, 1982

The optimum working temperature for Safe-T-Poxy is between 75° F and 85° F. If, following a lamination, the temperature of the environment is allowed to cool down, the local areas where knife-trimming is desirable, can be brought to the knife-trim stage by careful use of a hair dryer. Be careful not to scorch the foam through excessive application of heat.

NUMBER: Q2BT37

DATE: 9 April, 1982

Occasionally, the material provided in the kits for use as the torque tubes in the ailerons, rudder, and elevators may be slightly short. It is acceptable for the ailerons, rudder, and elevators to be shortened up to 1/2" as long as each pair of elevators and ailerons are the same length.

NUMBER: Q2BT38**DATE: 9 April, 1982**

If the white foam used for bulkheads gives you trouble by not laying down flat, you might use the advice of a fellow Q2 builder. He borrowed his wife's sewing pins and stuck them into the foam along the edge at a 45 degree angle, holding the foam to the table but not interfering with the fiberglassing.

NUMBER: Q2BT39**DATE: 10 April, 1982**

David Robertson, a Q2 builder from Cincinnati, OH has the following tips for mounting the canopy to the fuselage:

1. Lay canopy on fuselage shell and trace edge.
2. Remove canopy and mark line 1/2"-5/8" above line in No. 1, except on back edge.
3. Saber saw to this line and remove plug.
4. With Dremel saw cut to line drawn in No. 1, but just through outside skin.
5. Strip off outside skin and sand down foam the thickness of canopy (about 1/8").
6. Bondo foam blocks (2-3) on front face of upper seat back to support edge of canopy - to conform to fuselage contour.
7. Flox canopy in place and let cure for 24 hours.
8. Place duct or masking tape .7" minimum on canopy to mark edge of glass tape.
9. Sand .7" wide exposed strip with 120 grit paper to enhance the bonding.
10. Layout cut strips of BID, (2) and saturate (separately, of course) on a piece of Saran film. This lets you hold the dimensions accurately. It also allows you to carry it to the canopy without distorting.
11. After curing, use a Dremel saw to cut away the inside skin (approximately 1/4" down) to facilitate beveling the foam per plans.
12. Do inside same as outside - i.e., flox, Saran, tape, etc.

David, who built a VariEze previously, thinks the Q2 is a better looking aircraft and buildable in 1/3 the time.

NUMBER: Q2BT40**DATE: 12 April, 1982**

WATER DRAIN HOLES - Water Drain Holes can be drilled into the bottom of the fuselage to allow trapped water and condensation to be released from inside the aircraft. The holes should be 1/4" FWD of all bulkheads that would allow water to be trapped when the aircraft is at a parked attitude. Since it would be inadvisable to leave raw foam exposed between the fiberglass layers, it would be advisable to line the hole with a short length of versatube (1/4" aluminum tube supplied in the kit) or plastic tubing.

NUMBER: Q2BT41**DATE: 12 April, 1982**

PAINT SELECTION - We at Quickie Aircraft recommend an Acrylic Lacquer paint for the average homebuilder to finish his aircraft with. We have used this type of paint in the past and have found it easy to apply and safe to use. It will crack and chip easier than the Polyurethane finishes, but with reasonable care will provide a good service life.

Acrylic Lacquer can also be repaired easily. On our Q2, we used a Polyurethane paint system and found it to be excellent in regards to chip resistance and wear. The Polyurethane paints, however, can be harder to apply and are slightly hazardous to use; they require the proper spray and mask equipment.

We used Ditzler Deltron Acrylic Urethane because, while it is slightly hazardous to use for the inexperienced painter, it is easy to obtain an outstanding finish and, unlike most urethanes, can be stop-repaired easily.

OSHKOSH REPORT

It is time to plan for this year's Oshkosh EAA Flyin, 31 July through 7 August.

We have four booths in a square shape for this year in the North Exhibit Building. The numbers are L-9, L-10, M-7, and M-8. The expanded booth will include a cockpit mockup to sit in that we have been working on (no, visitors, it wasn't a secret project!).

The Q2 forum is Saturday, 31 July at 3:00 p.m.; the Quickie forum is Monday, 2 August at 3:00 p.m.

The annual Quickie/Q2 Builders' Banquet is Monday, 2 August, at the Pioneer Inn in Oshkosh. Cocktail hour starts at 6:30 p.m. with dinner served at 7:30 p.m. The price is \$10.00 per person, by advanced reservations only. Tickets must be purchased by 1 July from:

EAA No. 252
17 East Parkway
Oshkosh, WI 54901

Be sure to include your builder serial number. Because of the large demand for tickets, only Quickie and Q2 builders & their spouses may attend.

We expect a very good turnout of Quickies and Q2's at Oshkosh this year. Again, we will be offering some prizes and trophies to those who attend.

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 Builder Hotline hours are: Tuesday through Friday, 1 p.m.-4:30 p.m. (PST); Saturday 1 p.m.-4:00 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.

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

Shipping schedule:

Package 1, 2, and 3... Ron Lundgren
Backorders... Ron Lundgren
Literature... Linda Martin

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 pick up 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.

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 61 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.

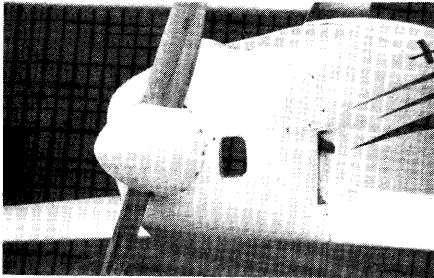
QUICKIE AND Q2 COMPOSITE MATERIALS INTRODUCTORY PACKAGE

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.

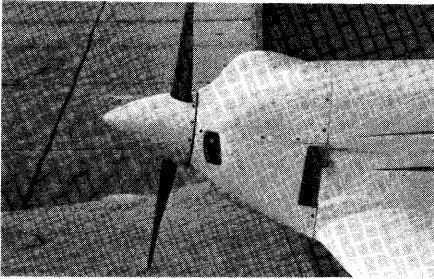
The package can be sent UPS for speedy delivery (we usually have them in stock), and we take VISA and MasterCard for those of you in a hurry.

QUICKIE NEWS

Pictures included with this column show a prototype Quickie cowling/spinner installation for the Onan. It was installed and tested on Vic Turner's Quickie and improved the cruise speed by approximately 2 m.p.h. It also improves the aesthetics of the Quickie nose considerably. We are prepared to tool the cowling and spinner for production if sufficient interest is shown by Quickie builders. We estimate the price complete with all hardware and spinner to be approximately \$200.00, and production could start in early June. Please notify Connie at QAC if you are interested; she will be keeping a list.



Two photos of the new cowling/spinner configuration.



Revmaster Aviation has nearly completed ground development of their Citroen engine. It is expected to produce 26-30 h.p. at 3600-4000 r.p.m. Configured for a Quickie retrofit, with all necessary pieces from the firewall forward, the engine and engine installation package would cost between \$2000.00 and \$2400.00. The necessary development program would extend through August, 1982, with deliveries to commence in late 1982. As with the new cowling/spinner indicated above, we ask that you notify Connie at QAC if you are interested in this alternative engine.

As of mid-April both the Vari-Prop and Turbo-Onan engine programs are proceeding slowly. The Turbo-Onan has presented many problems in terms of startability and running cleanly; production rates on the Vari-Prop are still too low, with a resultant price still of around \$1500.00.

As a result of examining two QCSA7 components that failed in service, (see Quickie Newsletter #13), we have reached some conclusions on the most probable cause of failure. Both pieces show signs of an accelerated fatigue failure; the two most probable reasons are either bending upon installation or an initial high engine vibration level. We have modified the QCSA7 design and

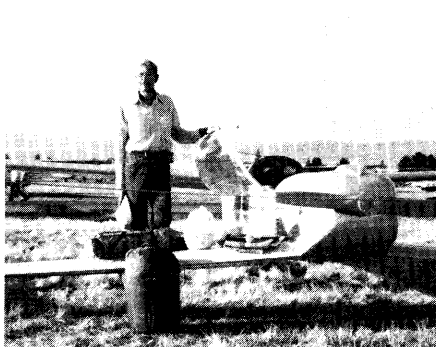
will make it available to all Quickie builders on an exchange basis for the original QCSA7 piece. We have a few in stock now for the Quickie builders flying, and will have additional quantities within 30 days. We strongly recommend that all builders flying change to the new part.

During the recent Quickie/Q2 Construction Seminar, we performed a flight demonstration with N77Q. Examination of the base of the vertical fin after landing revealed some visual damage. The next day, we removed all paint from the affected area and gave the vertical fin a thorough inspection. It was determined that the thickness of the fiberglass was only 15% of what a correctly built Quickie should have, and that micro-slurry previously injected to fill voids had voids in itself. In June, 1978, N77Q was refinished and repainted in preparation for Oshkosh, 1978, where it won the EAA "Outstanding New Design Award." In doing that, we had to repair some damage due to an initial dry lamination on the vertical fin. We tried to shortcut the repair; also, in refinishing, we obviously sanded through most of the fiberglass skins. This was not detected prior to painting. The aircraft subsequently flew over 600 hours in the next four years without incident. The conclusions to be reached are straightforward:

1. Follow the plans when making repairs – don't take shortcuts, even if you are the factory.
2. When finishing the exterior surfaces, follow the plans again; don't sand far down into the fiberglass.
3. Even with 85% of the structure gone, the Quickie vertical tail is still a tough structure.



If no airport is readily available, a well 'patrolled' highway will often suffice!



When Bill Hartman goes to the Watsonville Flyin, he makes sure to take along enough equipment to camp out. All of these items were carried to the Flyin in the Quickie, including Bill.

We hope that all Quickie builders can learn from our mistakes 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). |

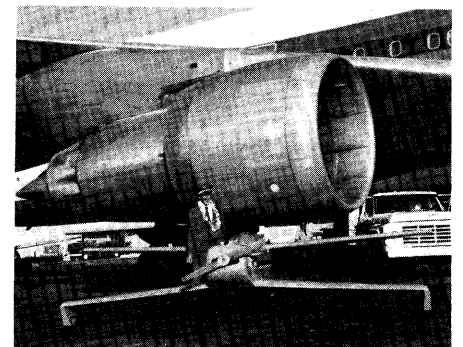
The 44" diameter propeller is to be used with the large tire option and 22 h.p. engine option. This propeller provides greater rate-of-climb (about 20%) with a loss in top speed of about 4 m.p.h. It would be particularly useful for short fields at higher density altitudes.

Please keep your builder tips, comments and queries coming.

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.



Bill Herzog flying over the Michigan countryside.



Another picture of Bill beside one of the other aircraft he used to fly. Just don't get any ideas of an engine swap.

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 every-

one 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.

QUICKIE DEALER & DISTRIBUTOR LIST

CALIFORNIA

Q-AIRCRAFT OF
SOUTHERN CALIFORNIA, INC.
P.O. Box 2367
Mission Viejo, CA 92690
714/951-3681

NOR-CAL QUICKIE AIRCRAFT
P.O. Box 275
20944 Corsair Blvd.
Hayward Airport
Hayward, CA 94545
415/276-8102

COLORADO

AERO SYSTEMS
2580 South Main
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 Ave.
Fairfield, IL 62837
618/842-2390

IOWA

H.A.W. KOMPANY
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

QUICKIE NORTHEAST, INC.
P.O. Box 506
Norridgewock, ME 04957
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 COMPANY
106 Jefferson Place
Hobbs-Lea Airport
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 Drive
Batavia, OH 45103
513/732-0800

OKLAHOMA

QUICKIE SOUTHWEST
RT 2 - Box 1490
Owasso, OK 74055
918/272-2775

PENNSYLVANIA

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
214/363-4129

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 AERO PRODUCTS, INC.
Alton, Ontario
Canada LON 1A0
519/941-1600

DISTRIBUTOR-OUTSIDE OF UNITED STATES

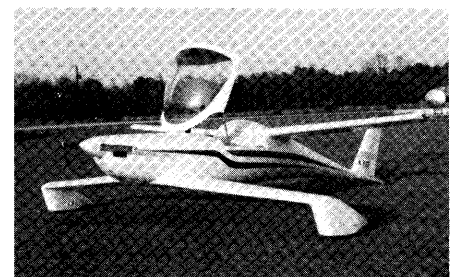
LEG-AIR AVIATION LTD.
20085-38 B. Avenue
Langley, B.C.
Canada V3A 6H6

REPORT ON PAST EVENTS

The fourth annual Quickie/Q2 Construction Seminar took place in February. Over 500 people attended the all-day affair, which included laminating part of a wing. Check with your local dealer for information on construction seminars that he might be planning.

At the Lakeland Flyin in March, in addition to Quickie Southeast presenting two forums and being on hand most of the week, S.W. Hanke from Clio Crop

Care brought in his completed Q2 for the last few days. It should be flying by the time you receive this newsletter; pictures of the bird are included here.



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Quickie Aircraft Corporation
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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.



EMPLOYEE PROFILE

Brenda Bell is the bookkeeper at QAC. She lives in California City with her husband and is expecting their first child.

QUICKIE/Q2 TRAILERS

We know of two firms who have specifically developed trailers for the Quickie and Q2. They are:

Deltec Aircraft
4230 Grissom Blvd.
Batavia, OH 45103

and

Experimental Aircraft Trailers
11738 Superior St.
Northridge, CA 91325

Contact them directly for prices and availability.

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 BUILDERS ASSOCIATION

Quickie Newsletter subscribers are receiving a flyer this month from the Quickie Builders Association inserted in the newsletter. The QBA is not affiliated with QAC and we will continue to keep names and addresses of subscribers confidential.



quickie

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