quickie

NO. 17 **QUICKIE NEWSLETTER** JULY 1982

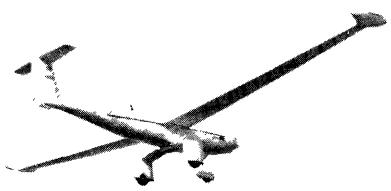
Tom Jewett
1951-1982

Tom Jewett had a dream. An unprecedented dream of flying around the world, non-stop and on one tank of fuel. On the morning of July 2, 1982 his dream came to an untimely and tragic end.

Tom was making a regularly scheduled test flight in "Free Enterprise" to prepare for the actual global attempt, later this year. There was a sudden, and yet unexplained, loss of control and "Free Enterprise" plummetted to earth from a low altitude. Tom Jewett, president of Quickie Aircraft Corporation, was killed on impact.

All who knew Tom will feel a great personal loss. He was a genuinely warm and kind man, possessed with great intelligence and purpose in life. Tom will be remembered as one of the true giants in the homebuilt aircraft industry.

Although his lifelong dream has come to an abrupt end, Tom wrote the script for others to follow. Let us now direct our prayers toward those individuals in hopes of a safe and successful conclusion to the dream that was Tom Jewett's. Quickie Aircraft Corp. will continue to live and grow in Tom's memory.



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 *not* to 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. . . . . Debbie Schubert

*Ron requests that builders with backorder problems and/or questions call him between 1:00-4:30 p.m. PST on Tuesday, Thursday, and Friday. This will permit him to spend the mornings on shipping, thereby providing faster service. Ron also requests that all backorder and materials requests be sent to him in writing so that he will have a permanent record in each builder file. In this way, phone calls should only be necessary for followup and/or emergencies.

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

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 75 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.

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.

FAA REGISTRATION

There is still some confusion among Quickie and Q2 homebuilders regarding the proper method to register their aircraft with the F.A.A. The builder should submit to the F.A.A. a copy of his sales agreement and sales invoice, both signed by an officer of Quickie Aircraft Corporation, along with the other F.A.A. required documents. A bill of sale from QAC is neither provided nor required. The above two documents take its place. We know of no difficulties in registering any Quickie or Q2 when the above procedure has been followed. QAC will provide the signed copies upon request. In this manner, we can also keep track of builder progress.

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.

INITIAL FLIGHT TESTING OF YOUR NEW QUICKIE OR Q2

We continue to see many examples of unprofessional and potentially dangerous behavior on the part of builders in conjunction with their early test work. Maybe by discussing this in the newsletter again, we can convince current and future builders not to repeat the mistakes of others.

1. Making the first flight in a Q2 with two people onboard: This is not only stupid, but probably illegal, since it is really stretching it to call the second person a crewman required for the flight. Why not give the pilot on the first flight every benefit by minimizing the gross weight, and, thereby, maximizing the performance? As the flight testing progresses, uses ballast weight first to explore the higher gross weights, and then take your friends, wives, etc. for rides.

2. Lack of pilot proficiency: An appalling number of first flight pilots lack pilot proficiency. If one is not a current pilot, and also current in several different types of aircraft, one is not ready to make the first flight in any homebuilt. Anyone not current in a taildragger type aircraft is asking for problems in flying a brand new taildragger for the first time. After all, what frame of reference to judge aircraft performance and handling can one have?

3. Short runways: We advise a minimum of 5000 feet for taxi tests and first flights. Some people think that 3000 feet or less with trees at the end is enough. It isn't; fo. high speed taxi tests and potential runway flights, 5000 feet is the minimum to provide any reserve. All it takes is an accidental liftoff, or a crosswind uncorrected for, or some nervousness, to get a chance to see what's beyond the end, or the sides, of the runway.

4. High speed taxi tests: Many high speed taxi tests end in first flights. The common response is, ". . . but I didn't intend to fly." Anytime the aircraft engine is running and the pilot is in the aircraft, that aircraft had better be airworthy and the pilot had better be prepared to fly that aircraft.

5. Tunnel Vision: Another common malady is the "I've only got one week of vacation to finish the aircraft and get it flying." Setting absolute time schedules encourages poor workmanship, inattention to detail, and a poor pilot frame of mind.

QAC publishes an Initial Flight Test Guide for each aircraft. Please use it. While you may not agree with everything we recommend, its conservative approach is intended to promote safety and the longterm enjoyment of the project. It is far better to go a little slower, and delay the first flight, than it is to hurry up and wait.

CAFE 400 AIR RACE

The CAFE 400 air race was held 19 June, 1982. The official results were received by QAC on 26 June. Quickies did quite well, finishing 1st and 2nd in the experimental category, single seat. Bill Hartman piloted the winning aircraft and Vic Turner was the pilot of the 2nd place Quickie.

The two Q2 entries did not do as well this year as expected. N81QA, entered by QAC, dropped out. A Q2 entered by M. Keller and G. Holmes finished fifth in the experimental category, two seats.

The overall winner, regardless of category, was Roy Lopresti from Mooney in a Mooney 201.

Because of weather, the race was delayed several hours, and shortened over 100 miles by the deletion of one turnpoint.

The formula this year was different than last year:

FEF = (speed) x (m.p.g.) x (payload)

The greater emphasis on payload capability, which was limited to 200 pounds per seat, encouraged entry of several 6 place aircraft, and the upgrading of several homebuilts to carry additional passengers beyond their normal complement. These aircraft placed very well in the final standings.

M. Keller's Q2 was purchased used from a builder in Washington State. It initially had problems with a high stall speed and poor performance; was heavy and out-of-rig. In the few weeks prior to the CAFE 400, Mr Keller and Mr. Holmes spent many manhours reworking the aircraft. Unfortunately they ran out of time to finish their rework. George Holmes apologized to us after the race for the fact that he had to run full throttle over the whole course, with a consequent reduction in score. We think that both individuals should be very proud of what they were able to accomplish in the few weeks that they had.

In planning our strategy for this year's race, we recognized that the revised formula would favor aircraft with more than two seats. We discarded any idea of jury-rigging additional seating into N81QA. This would be against the spirit of the rules which is to promote improved aircraft efficiency applicable to everyday flying. After investigating different aircraft, we concluded that a FEF score of about 3,000,000 would be needed to win first overall. As it turned out, the actual winner achieved 2,768,919. Based upon last year's CAFE 250 data, N81QA in that configuration could achieve about 2,500,000 under the revised rules. We elected to attempt to achieve that desired 20% increment by various aerodynamic and propulsion system changes that might eventually be usable on other Q2's. The engine was 'tweaked' considerably to reduce fuel consumption by about 12% over the stock engine. This proved to be our undoing in the race, as the aircraft suffered a 400 rpm power loss 5 minutes after takeoff. Preliminary examination by Fueling Engineering and Revmaster indicated that deterioration occurred in at least one combustion chamber. They feel that the stock spark plugs used were too warm a heat range for the tweaked engine. Gene returned to land uneventfully. Testing at Mojave prior to the race and on the dynomometer had led us to believe that we could score a FEF of around 2,900,000. We actually had additional ideas to try, but simply ran out of time. If the race is held next year, we feel that continued development may yield a FEF of 3,100,000 for the two place Q2.

In no way should above information be construed as an alibi. On 19 June, 1982 at Santa Rosa, CA, Roy Lopresti in his 201 Mooney was the aircraft with the highest FEF. We whole-heartedly congratulate him on his achievement. The pre-race organization was first rate this year; all of the workers who put in such long hours to make it happen have our appreciation. We are looking forward to the next race.

Q2 NEWS

As this report is being written in mid-June, 16 Q2's have made first flights.

By early June, all *known* backorders on Package 1 and 2 with ship dates prior to May have been completed. If there are discrepancies, please write directly to Ron so that they can be expeditiously resolved. 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. Currently, QAC has an inventory of materials and components valued at over $200,000. Our current vendor production rates have been allowed to exceed demand in order to build up the inventory further.

As of July 1, 1982, Q2 Package 1 was broken down into two smaller packages, called Package 1A and Package 1B. The price breakdown will be as follows:

$3495.00	Package 1A
2305.00	Package 1B
1700.00	Package 2
3095.00	Package 3

A builder electing to purchase Package 1A and Package 1B together will save $100.00 at the combined price of $5700.00. A builder electing to purchase Package 1A and Package 1B and Package 2 together will save $300.00 at the combined price of $7200.00.

After Sunday August 8, 1982, the prices will increase to the following:

$3595.00	Package 1A
2455.00	Package 1B
1850.00	Package 2
3095.00	Package 3

After August 8, 1982, a builder electing to purchase Package 1A and Package 1B and Package 2 together will save $200.00 at the $7700.00 combined price. After 8 August, 1982, the price for a complete kit purchased in the most economical manner will total $10,795.00 complete, a price increase of 4.8% in the last year.

Package 1A includes materials to construct the basic fuselage, bulkheads, consoles, etc. and to mount and hinge the canopy. Package 1B includes the remaining materials to fabricate essentially the remainder of the airframe. Package 2 is an engine installation, instrument, and miscellaneous materials package. Package 3 is the Revmaster 2100-DQ engine. A revised Sales Agreement is available on request.

Deliveries on Package 1A began in early July, 1982 at a rate of 25 per month. That rate can be increased to 40 per month with 30 days start up notice. All packing of Package 1A will be done at QAC; we intent to keep backorders to an absolute minimum and to fill all Package 1A backorders within 30 days of original shipment of the package.

Currently, in mid June, backlog on all packages except the engine is 30 days. Based upon Revmaster Aviation's projected delivery schedules a *new* engine order placed in June would be filled by the end of October, 1982. We have been handling, on a one-to-one basis, customers ready for engine installation in their kits.

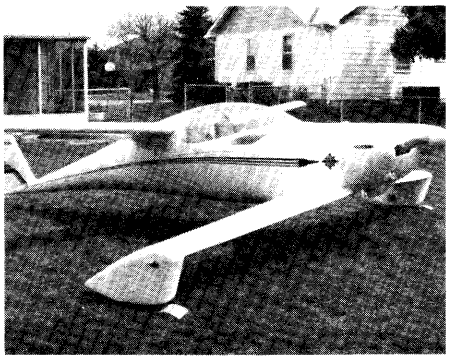
We expect this further breaking down of the Q2 kit to be beneficial to those prospective builders who wish to start immediately. We are confident that the average builder will complete the entire Package 1A construction work within 30-45 days after receipt of the materials. Having a cockpit to sit in while making aircraft noises is a tremendous incentive for anyone!

If your Q2 has a tendency to 'crow hop' on takeoff, please contact us for help. This is most likely due to too high a ground angle-of-attack of the complete aircraft. This phenomenon is most noticeable within 5 m.p.h. of lift-off speed.

Likewise, if your Q2 at mid c.g. and full aft stick, will not take off and land three point, please contact us for assistance. Possible reasons for this behavior include: improper weight and balance data, mismatch in angle of incidence between the wings, inadequate surface finish on the canard, and improper elevator travel.

Please refer to Quickie Newsletter 15 and check elevator position at cruise as indicated in that issue. That check is an acceptable first means for determining the accuracy of your construction process and finishing process on the wing and canard.

Composite Development Corporation (who manufactures the Q2 fuselage shells) has recently introduced prefabricated bulkheads for the Q2. These

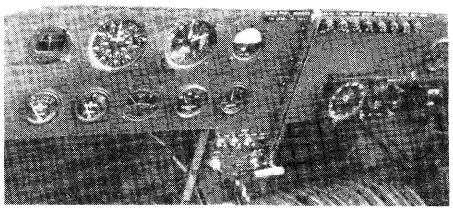


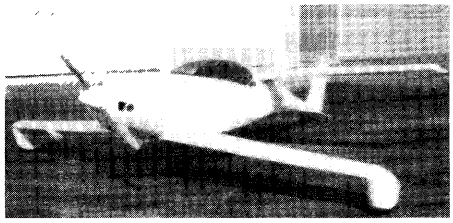
A beautiful Q2 built by Larry Young and George Losey.

Another shot of Larry's and George's aircraft on their home made trailer. The trailer is constructed of 4" square tubing and uses the rear axle from a VW rabbit for the suspension.

They report that the trailer rides like a baby buggie and is very stable. Notice the personalized license plate on the front of the car!

Here are two pictures of Mel Ellis's Q2. The first shows Mel in the cockpit, and the second picture shows his instrument panel. These pictures were taken at the time of QAC's visit to Mel just before his first flight last November.





Tom Newhard's Q2 at Camarillo airport in California. It has flown.

vacuum bagged parts look better than the average hand laminated ones and are lighter by approximately 10-15%. We estimate that the average homebuilder will save a minimum of 16-20 manhours of labor by using them. A set includes: all foam bulkheads glassed on both sides, all holes cutout, and an extra ½" on the outside shape to be trimmed by the builder as needed. Sufficient foam, glassed on both sides, is included for the builder to make all of the side console and center console pieces. Those latter pieces are traced in outline, but not cut. A set does not include fuel tank and firewall. The retail price is $235.00. Sets may be obtained from your local dealer, or, if there is no dealer nearby, direct from QAC.

CDC has also introduced a pre-mounted canopy option for the Q2. The Canopy and aft canopy bulkheads are mounted to the canopy frame in a mold for accurate alignment and consistent fit. The canopy frame is patterned after the cut-out shown in the Q2 plans, except that it is about ½" over-sized to allow for final trimming. The builder will cut out the canopy frame on his assembled fuselage and throw it away. Then he will trim the pre-mounted canopy frame and install it as per the Q2 plans. The sample we have received is very nice looking and it should save the average homebuilder 15-20 hours of work. The retail price of $295.00 does not include the canopy. An existing customer wishing to order this option may put $135.00 deposit down for a canopy. After the pre-mounted canopy is delivered, the customer may use the same box to return his canopy for the $135.00 refund. Shipping is paid by the customer; tinted canopies are handled by special arrangement. This option may be obtained from your dealer, or from QAC if there is no dealer nearby.

The aileron reflexer system described in No. 16 will be available for shipment in mid July. The price is $150.00 and it is retrofittable.

Preliminary details on a forward hinged canopy are now being developed by QAC. It was used on N81QA for the CAFE 400 Air Race. A gas spring is used to assist and maintain the canopy opening. It uses several prefabricated components. We expect to make plans and parts available sometime in late July as an option to the Q2 kit. We initially tried a simple front hinge arrangement, but were not satisfied with its strength or durability.

We have discontinued the dual throttle arrangement prior to any shipments of components. We were not satisfied with the reliability of the setup, as it tended to bind one throttle randomly.

We are currently using the Q2 mockup to configure a true dual control setup, including dual side sticks, dual rudder pedals, and single brakes and engine controls. It will be retrofittable.

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.
81.00 500 x 5 tires exchange ($95.00 outright)
150.00 Retrofit Aileron Reflexer.
295.00 Pre-mounted Canopy.
235.00 Pre-fabricated Bulkheads

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 nearing completion of a Q2 fuselage mockup.

Q2 builders should verify that they have the correct plans and updates. With either Package 1 or Package 1A, the builder should have Chapters 1-14, a Table of Contents, Appendix Sheets 1-5, Q2 Pilots Manual, Quickie Newsletters from 10 forward, and plans addendum sheets ii thru vii. The plans for installation of the hydraulic disc brakes are on addendum sheets viii thru xii. With Package 2, the builder should have Chapters 15-20 and Appendix Sheet 6. Each non-engine option has an installation sheet that comes with it. Please drop Debbie, at QAC, a note if you don't have everything. QAC strongly recommends that all plans changes and builder tips be inserted into the builder's plans immediately upon receipt, so as to avoid errors. Builder tips are numbered as QBT and the Plans Change Notices are numbered as A–QPC , with the highest number being the most recent tip or change notice.

Q2 BUILDER TIPS

Number: Q2BT42
Date: 1 June, 1982

Page 6-1; second column; line eight should read: feather the UNI plies to the aluminum tube to remove the joggle.

Number: Q2BT43
Date: 1 June, 1982

Mike Miller, a Q2 builder from Oregon, found that a brake cylinder hone available at most auto parts stores was useful for reaming the aileron reducers, aileron spacers, elevator reducers, and elevator spacers, if necessary, for fitting the torque tubes.

Number: Q2BT44
Date: 2 June, 1982

Page 5-1; MAIN WING, BL00-BL50 Lt. and Rt. — to save time later on, one can hot wire down the shear web after the initial template hot-wiring, rather than waiting until Chapter 9 of the plans.

Number: Q2BT45
Date: 2 June, 1982

Prefab Fuel Tank: An observant builder noted that the scraps remaining after trimming the prefab fuel tank for installation, can be used to make those small stiffeners that mount to the fuselage sides and are used to mount the fuel tank to.

Number: Q2BT46
Date: 2 June, 1982

Female Jigging Templates: Some builders find it easier to bevel the female jigging templates where the foam cores rest, so that the core rests flat with the template edge, rather than on an angle as indicated in the plans.

Number: Q2BT47
Date: 2 June, 1982

Page 5-4; Vertical Fin: If Template 15 is longer than the available width of the foam block that it is nailed to, let the front of Template 15 hang off into space. Note on page 14-1 that the nose of the vertical fin is cut off where the fin mounts in the fuselage, so no problem is incurred by doing this on the hot-wiring.

Number: Q2BT48
Date: 5 June, 1982

Tachometer: If your Q2 tach reads high by a sizable amount, snip the green wire loop on the back of the tach (if there is one). If the problem persists, try reversing the leads to the terminals. If that doesn't work, the tach will need to be returned to Westburn Manufacturing for repair/replacement under warranty.

Number: Q2BT49
Date: 5 June, 1982

Fuel Header Tank Drain: It is desirable to have a water drain for the header tank. It is suggested that a simple T be put in the fuel feed line coming out of the header tank toward the engine to facilitate draining any water out during the preflight. The T fitting and drain could be made accessible through the cowl flap.

Number: Q2BT50
Date: 5 June, 1982

Canard WL for Mounting: None is given in the plans; instead the canard should be mounted so that the bottom of the canard is flush with the bottom of the fuselage. A urethane foam constructed fairing may be necessary to obtain a streamlined fit.

Number: Q2BT51
Date: 10 June, 1982

Mixture Control Travel: A minimum of 110 degrees of travel on the carburetor mounted mixture control lever is required for adequate cockpit mixture control.

Number: Q2BT51
Date: 12 June, 1982

Canard Anhedral Angle: One builder is currently flying with too much anhedral angle in his canard. He modified the female canard jigging templates to fit the hot-wired bevel angle on the ends of the center section. *THIS IS WRONG!* Canard anhedral angle is determined by the cores resting in the female canard jigging templates. The junction of the center section and each inboard core must be sanded to achieve a close fit when the cores are located in the templates; not the other way around.

Number: Q2BT52
Date: 18 June, 1982

The fuselage shells as shipped to the builder may have a thin skin of PVA on the outside skins. As in the case of any other bonding operation, the PVA must be removed by sanding prior to laminating the shells together. This is similar to sanding a surface prior to glassing to remove the buildup of greases, etc. If the builder does not do a proper job of sanding to remove the contaminants, the resulting bond may not be adequate.

Number: Q2BT53
Date: 18 June, 1982

When the spar caps on both the canard and main wing cross BL00, they must change direction slightly because of the sweep of the wings. The UNI material will "turn the corner" easily using a little finesse. *NEVER* cut a spar cap into two pieces with a chordwise cut. This destroys the structural integrity.

Number: Q2BT54
Date: 20 June, 1982

Several builders have asked if it is OK to reinforce the mounting of the phenolic bearing blocks by laminating fiberglass to them, overlapping onto the adjoining glass and foam. The answer is yes, although additional work will be required to ream the holes for the torque tubes so that they will rotate freely.

Number: Q2BT55
Date: 26 June, 1982

Several builders have sanded the tailspring BID layup away (see page 14-1 "Wrapping the Tailspring") while fitting the tailspring to the QTW3. This can easily lead to failure of the tailspring in torsion. If the diameter of your tailspring must be reduced to fit inside QTW3, obtain a piece of steel tubing with an inside diameter large enough to slip over both the tailspring and QTW3. Cut a length about 3 inches long, and slip it over both the tailspring and QTW3. Use a longer bolt than the AN3-12A shown on Page 14-2 to attach the steel tube, QTW3, and the tailspring together. Also attach the steel tube to the tailspring forward of the QTW3 with a bolt, thus creating a bridge over the QTW3 and tailspring to improve the torsional stiffness.

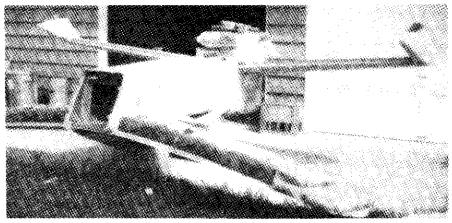
Q2 PLANS CHANGE NOTICES

Number: Q2PC22
Date: 9 April, 1982
Revised: 22 June, 1982

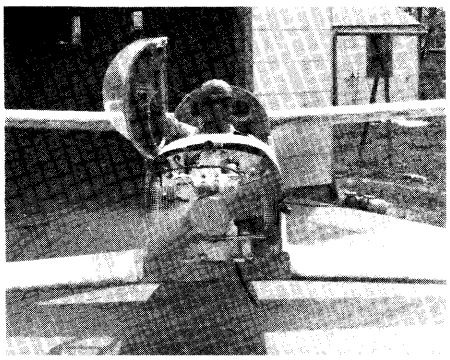
Q2PC22 has caused some confusion because it did not include the entire mounting sequence. Therefore, this revision will try to detail everything in order. The nose of the vertical fin must be trimmed near the bottom to fit flush against the FS 175 bulkhead. Both this trimmed face, and the base of the vertical fin may be optionally glassed with 1 BIL. Use flox to mount the vertical fin to both the bottom inside skin of the rear fuselage and to the FS 175 bulkhead rear face. The hole cut to fit the vertical fin through the top rear fuselage will be larger than the vertical fin. The gap is to be filled with scrap foam. The foam should be carved to a fillet-like shape and then glassed with 2 BID. This lamination should lap onto the vertical fin and fuselage a minimum of 2 inches. Make sure that there is liberal flox squeeze out between the vertical fin and both the FS 175 bulkhead and the bottom inside fuselage skin. Also optionally, one could glass the vertical fin base to the inside bottom fuselage skin with 2 BID in addition to the liberal flox squeeze out.

A very proud Doug Swanningson; the aircraft's paint job speaks for itself; Doug is holding the award he received at the 1981 Dayton Air Faire, note also the attractive hood ornament.

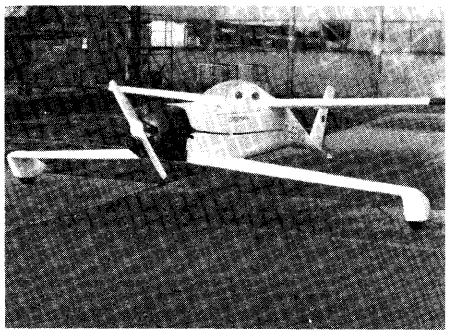
John Bringham's Quickie. Although originally built by Al Risc in Oregon, the aircraft currently resides in Utah.



From the QAC archives . . an old picture of Garry LeGare's Quickie being load tested for the Canadian MOT approval. Garry's Quickie was the first one to fly in Canada.



Karl and Jim Prell's Quickie nearing completion.



Erhard Winkler from West Germany sent us this picture of his Quickie.

QUICKIE NEWS

Thus far, we have received insufficient interest in either the new cowling (see Newsletter 16) or the Citroen engine (also in Newsletter 16) to proceed with either program at this time. If you are interested in either program, but have not yet communicated that to QAC, please do so as we are keeping all names on file. Perhaps by Oshkosh we can announce a go-ahead on one or both of the programs.

There have been no changes since the last newsletter on either the Vari-Prop or Turbo-Onan programs.

Vic Turner's Quickie has tested one of Warnke's 'almost constant speed propellers.' He removed it because of high speed vibration. Further testing may occur later.

QAC knows of at least 135 Quickies that have made first flights. That number is rising rapidly. Please advise QAC if you are planning to fly your Quickie to Oshkosh '82.

With the 22 h.p. engine conversion in the Quickie, the gross weight is raised to 520 lb. The weight and balance information contained in Chapter 4 of the Quickie Pilot's Manual can still be used if the graph on page 4-5 is extended to 520 lb. At 520 lb., the forward c.g. limit is 24.86; the c.g. limit is 25.78. Both measurements represent the Moment/1000 in-lb.

Please keep builder tips, pictures, component weight information coming in.

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.

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" diamter, 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.

QUICKIE BUILDER TIPS

1. Large Tire Option — some builders have reported problems in getting the tires to rotate freely within the confines of the large tire wheel pant. The usual complaint has been that the wheel pant was not wide enough. Generally, we have found the problem to be due to either tire wobble on the axle, or a wheel pant core (LG 1) cut narrower than the plans show. However, it is not objectionable to increase the width of LG 1 slightly (perhaps ¼") to alleviate this problem. We recommend 20 psi in the large tires.
2. Inadequate Tailwheel Cable Tension — One builder recently wrote to us with the results of inadequate tension on the cables going from the rudder to the tailwheel; a previous newsletter suggested using a small spring 'across' the two cables to automatically provide sufficient tension. The builder did not have the spring in place. He reported a very high vibration level that he felt must be due somehow to the engine. After much trial and error, he discovered that the sloppy tailwheel cables were allowing the rudder to flutter above 60 m.p.h., thereby creating considerable fuselage vibration. Once the problem was fixed, the vibration went away.

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.

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.
Brantford Municipal Airport
Hangar #4
P.O. Box 1264
Brantford, Ontario N3T 5T3
519/756-2731

DISTRIBUTOR–OUTSIDE OF UNITED STATES

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

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 AND Q2 COMPOSITE MATERIALS INTRODUCTORY PACKAGE

This $49.95 package of materials ding a booklet has been put together to vide '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.

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.

SUBSCRIPTION FORM

QUICKIE AND Q2 NEWSLETTER SUBSCRIPTION — 1 YEAR $6.00

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