

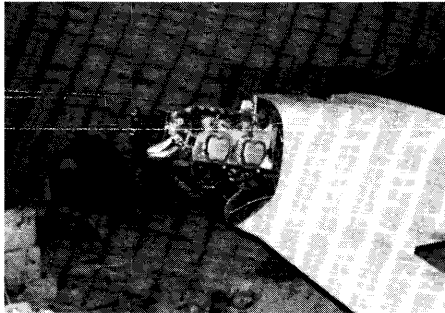
Quickie

NO. 18

QUICKIE NEWSLETTER

OCTOBER 1982

1st CONTINENTAL POWERED Q2s FLY



Dave Elliott's Continental 0-200 powered Q2.

Q2 NEWS

As of this writing at least 2 Continental powered Q2s are flying. Initial results are very encouraging. Cort Graham Q2 (#2196) flew chase behind the first on its 2nd flight.

Cort was flying his Bonanza which has all of the Smith Speed conversions and will do an honest 215 mph. He reports that the Q2 left him behind rapidly.

Testing on the second 100 HP, 0-200 powered Q2 at Mojave, indicates speeds in the 230+ mph range and climb in the 2,000+ ft/min range.

When we first considered the Continental conversion, we envisioned using a stripped C-85 version (no starter or alternator). This weighs about the same as a Revmaster *with* options. As more and more Q2s began to fly, we found that most were being constructed on the heavy side and were equipped with radios and instruments. We looked back on other homebuilt programs and realized that if we approved a stripped Continental version, most people would install starters and alternators anyway.

What we decided to do was go back to the drawing board and see what could be done to raise the gross weight and, particularly, the forward cg loading of the aircraft. One approach looked at was to increase the area, span, and aspect ratio

the front wing. Another option was to move the front wing forward. A third was to find an airfoil that developed more lift. The third approach was selected, as we felt this was the most conservative change we could make with regard to stall-spin and stability criteria. Finding an airfoil that generates as much lift as

the standard GU section used on the Q2 was no easy task. All canard aircraft we are aware of load their canards heavily. Since the wing area of a canard aircraft is split between two wings, each wing is of a smaller size than that of a single wing aircraft. This means that canard aircraft tend to have small chords on their canards. At sea level, the Q2 canard is operating at a Reynolds Number of about 1 million, at stall. Reynolds Number is a dimensionless quantity relating to inertia and viscous air forces. This term is roughly proportional to the chord of an airfoil and the velocity. Most wind tunnel data on NACA and NASA airfoils, until recently, didn't go below 2 to 3 million. So designers of small aircraft (homebuilts) operating in this range were basically on their own. What's so important about Reynolds Number?

As a rule, the lower the Reynolds Number, the lower the maximum lift generated at stall. This drop in lift is not always linear either. A classic example is the NASA LS (1)-0417, also known as the GAW-1. This airfoil produced more lift than anything else going, when it came out, but it was only tested in the wind tunnel from a Reynolds Number of 2 million and up. Users found out that its lift decayed rapidly below this number. The same was found to be true with most other airfoils available. One exception was the GU section. It was a high performance airfoil developed for man-powered flight by the University of Glasgow, Scotland. This airfoil, or variations of it, are used on most, if not all of the canard aircraft on the homebuilt market today, including the Quickie and Q2. The advantages of this airfoil are high lift at lower Reynolds Numbers and fairly low drag at cruise.

Disadvantages are:

- Less tolerant of manufacturing errors.
- Unless surface waviness is closely controlled, performance degradation results.
- High nose-down pitching moment (aft loading), which results in increased trim drag penalty.
- Performance degradation in rain or with a build-up of bugs on the leading edges.

Recently, NASA began testing their

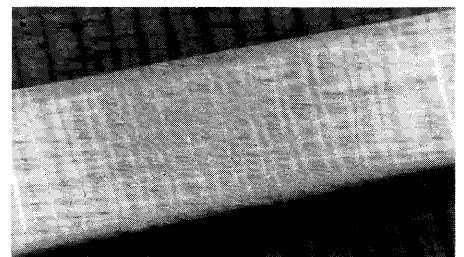
airfoils down to a Reynolds Number of 1 million. One of these newer airfoils looked promising enough for us to give it a try. After Oshkosh we designed and built a new canard for 81QA using this new airfoil. We built up the new canard complete with wheel pants, control parts, and brakes.

This allowed us to be able to "quick change" the canards. Dave and Gene jiggered up 81QA, carefully dremeled the old canard off, and installed the new one in one day. A level block was installed on the old canard just in case the new one was not successful.

Flight test of the new canard airfoil began in mid October.

Preliminary results are as follows:

- Increased lift over the original airfoil.
- Lower drag at high aircraft angles of attack.
- Lower drag during high g maneuvers (large elevator deflections).
- We were able to carry a much further fwd cg (3").
- Similar stall characteristics to original.
- Negligible lift loss with leading edge roughness (bugs).
- No significant trim change in light to moderate rain. (No heavy rain has been encountered yet, but we expect the results to be the same.)



Shows roughness added to the airfoil from leading edge back to 40% of the chord. Roughness is added to both top and bottom. This grossly exaggerates a typical load of bugs. The test results indicate no significant change in performance.



Elevator position indicator on the new canard airfoil.

We have not completed all stall/spin and flutter tests. We also found some changes in the trim system were needed. We expect to finish these up very shortly.

If the remaining tests are successful, we would expect to be able to raise the gross weight of the Q2 by at least 100 lbs. This would allow us to approve Continental A-65 thru 0-200 engines *with* starters and alternators on appropriate models.

Assuming the new airfoil is approved, could it be used on the standard Revmaster Q2? Certainly. It would allow the same gross weight increase. Also, while we do not recommend IFR operation of homebuilts, many builders use them that way. Elimination of the pitch trim change with rain makes shooting an approach much easier if you were in and out of rain during the approach.

Approach speeds, landing speeds, landing distance, and takeoff distance are all improved with the new airfoil. Could the new airfoil be "gloved" on an existing canard with the GU airfoil? No, unfortunately the new airfoil is thinner than the GU. We do not plan to increase the gross weight of the Q2 using the current canard.

Please remember that flight test is not complete at this time. While we are confident of success, we will not release this until all testing is done.

Turbo Revmaster and Constant Speed Prop:

The turbocharged Revmaster is almost ready for testing as this is being written. As most of you are probably aware, one needs an adjustable pitch prop in order to take advantage of the benefits of turbocharging. Since a suitable propeller has not been available, we have not tested the turbo engine. Now the new Maloof propeller is nearing completion so we expect to have both available shortly.

The turbo Revmaster will be rated between 75-80 h.p. We would expect performance of the Q2, with this engine-prop combination, to be comparable to the 0-200 version at higher altitudes. We would also expect fuel consumption to be lower for the typical mission. Most engines operate more efficiently if you can increase the manifold pressure and decrease the RPM. Complete flight test results will be released as soon as available.

Packaging

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.

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:

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

A builder electing to purchase Package 1A and Package 1B and Package 2 together will save \$200.00 at the \$7700.00 combined price. The price for a complete kit purchased in the most economical manner is \$10,795.00 complete.

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.

All packing of Package 1A will be done at QAC; we presently have Package 1A in stock and ready for immediate delivery. Backlogs on the other packages, except the engine, is 30 days. Orders on the Revmaster 2100-DQ engine will be filled in 60-90 days.

Many dealers have complete Q2 Kits in stock, please call your local dealer for availability.

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.

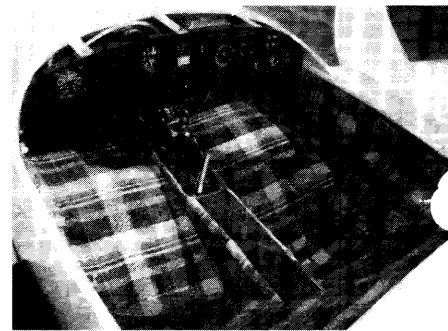
Further options available include:

- \$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.

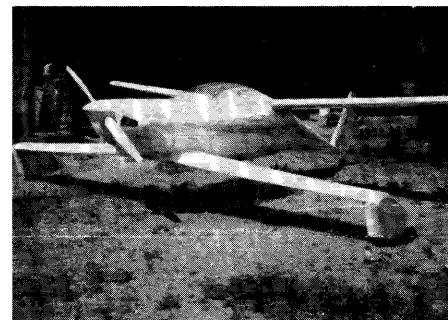
Available options for the Q2 include:

- \$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.
- 230.00 Prefabricated Wheel Pants.
- 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.

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.



Take a look at this plush interior in Mr. & Mrs. Newhard's Q2. They received the Grand Champion Award at the recent San Diego Fly-in.



Merle Harper's sleek looking Q2. Sprigerville, AZ.

Q2 BUILDERS TIPS:

Number Q2BT56

(From Frank Stone — s/n 2343)

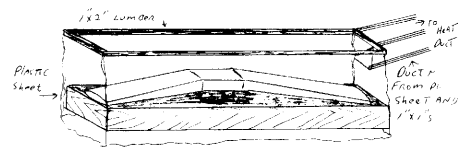
When installing aileron elevator and rudder pivots on the marine plywood parts, hold the QCSM5 setup in a drill chuck to prevent it from turning while installing the AN363-428 nuts. This saves the surface as there are no burrs or marks on the pivoting surface.

Number Q2BT57

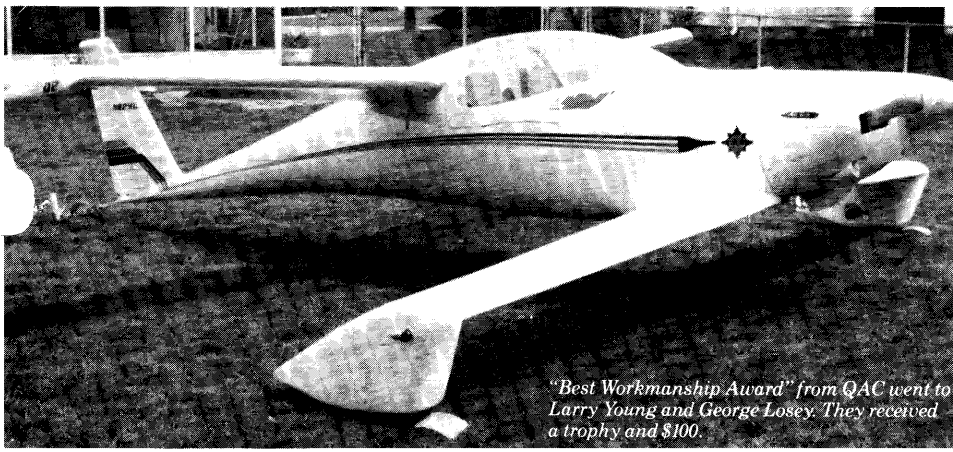
If you have completed and painted your aircraft and suddenly realize that you forgot to postcure your canard, here is a fix. First read Chapter 10, page 10, on post curing the canard. Then dull the paint on the canard with fine steel wool. Mix black tempera water color paint with water. Block-up the canard in the center to remove the weight from it. Spray or brush the tempera paint on the canard and let dry. Closely monitor the surface temperature, it will build just as fast as if you are post curing it with the black Dupont primer. When the right temperature is reached, immediately wash the paint off with running water.

Number Q2BT58

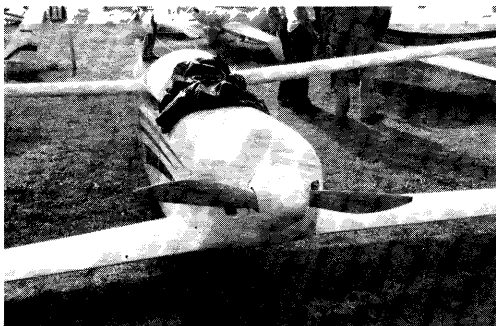
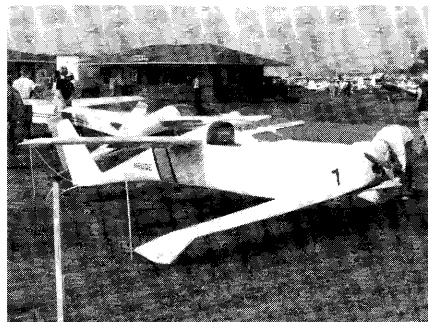
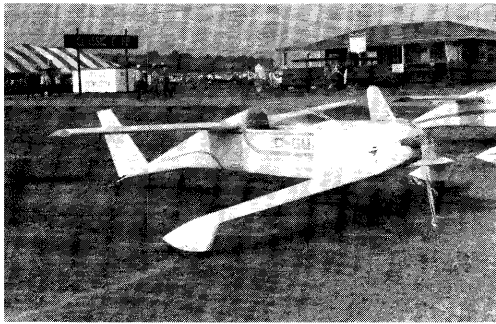
For those of you who need to post cure your canard and live in cool climates, we have a solution. Make a tent out of plastic sheeting and 1" x 2" boards above your jiggling table and duct hot air in from a heater.



Temperature should be 125° to 130°F and held there for 3 hours; temperature should not exceed much more than 130°F.



"Best Workmanship Award" from QAC went to Larry Young and George Losey. They received a trophy and \$100.



Views of Oshkosh. Notice all the covers needed because of poor weather conditions.

OSHKOSH 1982

The annual EAA convention at Oshkosh, Wisconsin was, as usual bigger than ever. We were particularly pleased with the turn out of Quickies (11) and Q2s (4). The flyin was marred by a couple of accidents and poor weather but most everyone had a good time.

We have so many builders now that personal interaction is limited here at MOJAVE and it's a real pleasure to meet you folks in person. Ron Lundgren came along to personally handle persistent backorder problems.

We brought a Q2 mockup to Oshkosh

so that both builders and potential builders could get some "cock-pit." So many people sat in the mockup that the carpet on the steps on each side was worn out by the end of the week. This had to be the most popular spot at Oshkosh.

Both of the forums were standing room only.

The annual Quickie Q2 Builders' Banquet turn out was even better than last year.

We hope many more of you can make the "Trek" next year

New Product Tested by QAC:

One of the tests we conducted recently involving flying in the rain was a new windshield surface treatment known as "Rain-X." We applied it to the wings as well as the canopy. Tests on the ground indicate that water will not "wetout" surfaces treated with "Rain-X." Surfaces rubbed with a cloth exhibit no "static cling" if treated. We conducted tests with one half treated and one half untreated on car windshields. These tests showed that the treated side did not build up bugs or dirt nearly as fast as the untreated side. Also, what bugs did adhere, wiped off easily with a moist towel. "Rain-X" under another name was developed for use on military aircraft windshields. It was found by the military to prevent ice and snow from attaching to windshields. While we have not flown in icing conditions with the treatment on our aircraft, we see no reason why it should not have the same effect on airfoils. Our testing with the treatment in and out of the rain showed no significant difference in the trim change effect. A dew-wet canard will quickly shed the moisture *before* liftoff speed is reached. This fact alone makes the treatment worthwhile.

"Rain-X" is a product of Unelko Corporation of Chicago and is available in many auto parts stores and "Ace" hardware outlets. It is very inexpensive and one treatment should last for months on the typical airplane. Oh, by the way, put some on your car's windshield.

FAA Registration:

A few people have had their applications for registration returned with a request for different documents. A quick call to Oklahoma City revealed the problem: some new employees who did not know the proper procedure. This has been corrected but if anyone still has a problem, just send it back Attn: Agnus Jones. She is the "head honcho" at FAA Registration and is the one who set up the procedure.

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.

GENERAL INFORMATION

All Builders should have received, in the last newsletter, one page sheet entitled: "Effects of Rain and Bugs on the Flying Qualities and Performance of the Quickie and Q2." If you did not, give us a call and we'll drop one in the mail to you.

Dave Elliott has prepared a guide for finishing your wings. This will be included in an upcoming packet of Plans Clarifications and Builder Hints. Any of you who are now flying a Quickie or Q2, or are at the finishing stage now, might find this useful. Again, give us a call for an early copy.

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 100 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.

We are doing quite a bit of flight tests on N81QA for new options and of course cannot take passengers during this period. We expect to be completed within 90 days and hope, at that time, to be back to normal operations. At least 5 of our dealers are now flying Q2s so contact your local dealer.

Flying Above Gross Weight:

We have been working on both the Quickie and the Q2 to determine if the gross weights can be increased. Obviously, during flight test both designs were flown above the final gross weights. They were also flown further forward and aft of the final CG limits.

In the case of the Quickie, the gross weight is based on takeoff and climb performance. The determining factor is horsepower. When an engine with more than 22.5 h.p. is approved by QAC, we believe that the gross weight may be increased.

In the case of the Q2, the gross weight and CG limits are based on takeoff and landing performance. Q2 NEWS covers efforts at QAC to be able to raise the Q2's gross and forward CG limits.

The gross weights and CG limits on both designs are what QAC consider to be safe. The only operation outside of these limits QAC would ever approve are record attempts and competitive events, if these operations were conducted under closely controlled conditions and only if the builder was working closely with QAC.

The FAA currently allows the builder of a homebuilt to set the gross weight of his pride and joy. This does not make it safe.

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

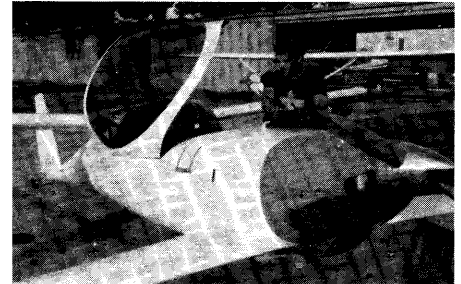
and,

K-West Welding
17738 Superior St.
Northridge, CA 91325
213/886-9011

Contact them directly for prices and availability.



The crowd was like this all day as Quickie Dealer Howard Meissner, Q-Aircraft of Southern California attends the Aviation Expo at La Habra Fashion Square.

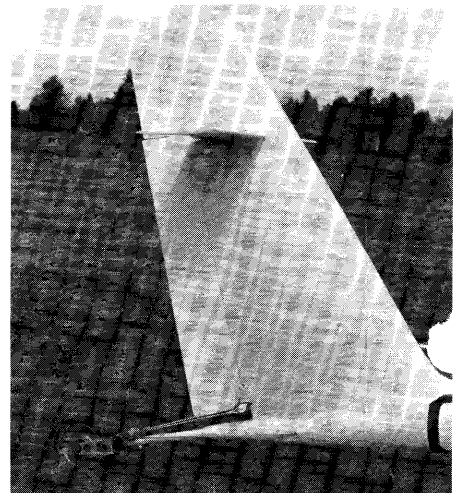


Quickie Dealer, Mike Huffman, Quickie Southwest, prepares for flight test.

T-Tail:

Gary LeGare of Leg Air Aviation's Mojave office has been testing a trim tab mounted on the vertical fin of his Q2 for some time. He reports that the tab setup will trim out the rain induced elevator deflection on the canard. He also has found that the tab helps dampen pitch oscillations, particularly in turbulence. Gary has finished an excellent set of plans for building and installing this system. In the drawings, he ties the control of the tab into the trim system. As this is slightly different from his original version, we have asked one of our dealers to install and fly the revised system. Assuming no problems develop, and we anticipate none, the "T-Tail" plans will be made available through LeGare's Mojave office, 805/824-2041, your local dealer or QAC for about \$30.00. A materials package for this installation will cost about \$50.00.

Gary also has brought his Quickie down to Mojave from Canada and plans to try the "T-Tail" on it shortly. We think this is a viable alternative to the aileron reflexor.



T-Tail trim tab developed by Garry LaGare.

Number Q2BT59

One of our builders decided to eliminate the cables that run from the tail wheel to the rudder control horn with an aluminum rod, thinking it was a cleaner installation. In the course of flying his aircraft he found it handled left hand cross winds very well, but handled right hand cross winds very poorly. In fact, he ground looped the aircraft during one right hand cross wind attempt. In examining the problem it was found that, in landing, the tail wheel spring would compress and deflect the rudder to the right, thereby exaggerating the problem on touch down. The rod was replaced with cables and the problem was solved.

Number Q2BT60

(From Gil Cerruti — s/n 2515)

Page 14-3. Dome of aluminum screen should be offset so that it does not cover drain plug in order to allow fuel contaminants to be removed from the gas tank via the drain plug. Versatube should still be located under the screen and in the fuselage depression.

Q2 PLANS CHANGE NOTICES:

Number Q2PC23

The layout of EM3 shown on Appendix Sheet 6 is incorrect. Use the prop flange on the Revmaster engine as a guide.

Number Q2PC24

Also on Appendix 6 the material call out for the C3 latch is incorrect. Use 1061T6 Aluminum Angle and 10133-1003 (1/2" x 1" x 1/8"), Q2 materials list No. 2, Package 1. The layout shown is correct and is full size.

QUICKIE NEWS

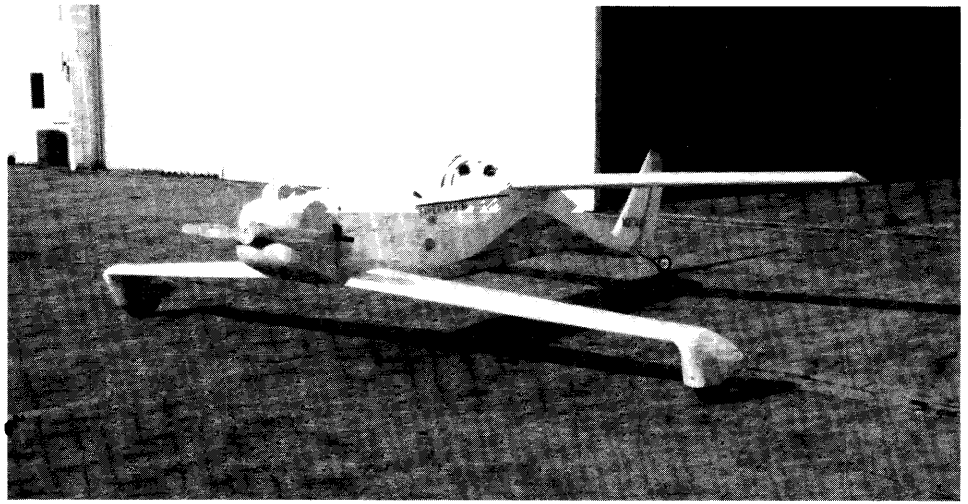
Based on the response at Oshkosh we are proceeding with the Citroen installation on our prototype, N77Q.

The engine will be rated between 26 and 30 HP. This should give the Quickie a real kick in the pants. We had hoped to be flying by this time and actually delayed the newsletter but, ignition system development delayed the program. The extra horsepower will help those who have built heavy airplanes as we expect to raise the gross weight with this engine. Vic Turner reinstalled the Warnke "almost constant speed" prop for his trip to Oshkosh. Climb and cruise performance are significantly better. Take-off performance was no better than original. Mr. Warnke is sending another version for test shortly which he feels will be even better. The initial vibration Vic experienced turned out not to be related to the prop.

The new canard airfoil being tested on the Q2 will also be tried on the Quickie (see Q2 News).

QAC knows of at least 145 Quickies that have made first flights.

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



Richard Grosvenor's two tone Quickie.

Quickie Kit Prices

Current delivery on a Quickie Kit is 3 weeks. Most components, including engines, are in stock.

Many dealers have Quickie Kits in stock so call your local dealer for availability.

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 mph. 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" 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.

QUICKIE BUILDER TIPS:

Reference newsletter #15: Elevator position. Very few builders have reported back to us on this so we will repeat it, with emphasis. Get your elevator rig board out and check to see where your outboard fairing is. You need to be able to determine 5° up elevator from the cockpit in flight. Then next time you fly set the CG in the middle of the envelope. At cruise

you should see 5° up elevator. 3 1/2° to 6 1/2° up should be okay. Below 3 1/2° up means there is something wrong with your airplane that needs to be corrected. If this is the case call us and we'll help you find the solution.

Loose headbolts or studs:

Several Quickie builders have reported problems with head gasket leakage. Most have another common problem: High cylinder head temps. We continue to see poor engine baffling jobs, both on Quickies and Q2s. If your temps are normal and you are still having problems then we suggest the following:

1. The heads may be warped due to previous overheating. They must be replaced.
2. Improper installation. The studs must be tight in the block before the heads are installed.
3. Never reuse a cylinder head gasket.
4. After installation heat cycle the engine at least 5 times. Get the CHT above 300°F on the ground and let it cool to ambient. Recheck the torque. If any "take-up" in torque is required repeat the heat cycle procedure until none is required.
5. Install larger studs (3/8"). Be certain that the new studs have the same amount of thread in the block. A shorter stud will not be as good as the stock studs.
6. Install Helicoils — only if they engage the aluminum block with more contact thread than the original studs.

Icing:

One Quickie Builder reports an encounter with a fairly heavy load of ice. He did stall and found the stall speed had gone up to 80IAS with no pitch bucking, just a sharp break. He added speed for his approach and touched down mains first uneventfully.

Some builders have suggested changing the Quickie electrical system. The stock system has logged many thousands of hours. The proposed changes we have seen have logged 0 hours in the air.

Published quarterly (Jan, Apr, July, 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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

CHECK MONEY ORDER VISA MASTERCARD

CARD NO. _____ EXPIRATION DATE _____

SIGNATURE _____

QUICKIE/Q2 DEALER PROGRAM

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 Q2s under construction
for you to examine.

Further, they can direct you to
other builders and enthusiasts
in the vicinity.

CALIFORNIA

Q-AIRCRAFT OF
SO. CAL., INC.
P.O. Box 2367
Mission Viejo, CA 92690
714/831-1368

NOR-CAL QUICKIE
AIRCRAFT
20944 Corsair Blvd.
Hayward Airport
Hayward, CA 94545
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
Fairfield, IL 62837
618/842-2390

IOWA

HOMEBUILT AIRCRAFT
WORLD 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
4982 Vinehill Dr.
Excelsior, MN 55331
612/474-9245

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 Dr.
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.
1107 Huntington Dr.
Richardson, TX 75080
214/669-2069

WASHINGTON STATE

QUICKIE
NORTHWEST, INC.
17633 S.E. 301 Street
Kent, WA 98031
206/630-5080
206/630-5019

EASTERN CANADA

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

DISTRIBUTOR

OUTSIDE UNITED STATES

LEG-AIR AVIATION LTD.
20085-38 B. Avenue
Langley, B.C. V3A 6H6
604/534-0344

AUSTRALIA/NEW ZEALAI

E. J. Buchanan
BUCHANAN AERONAUTICS
#3 Cumberland Ave.
Slade Point, Queensland 4741
079-55-1911

EUROPE

Don Johnson
QUICKIE AIRCRAFT CO.
(Europe)
3 Stonehaven Dr.
Finham, Coventry
England CV3 6EX
0203-413630

FIRST CLASS MAIL