

Quickie

NO. 19

QUICKIE NEWSLETTER

JANUARY 1983



Peter Lert, Sr. Editor of Air Progress, during stall/spin testing. Canopy was set-up with a quick release.

ANNOUNCING THE Q200 Q2 — CONTINENTAL O-200

The 100 h.p. Continental O-200 version of the Q2 is now approved. So many people have expressed interest in this version we have decided to give it its own designation. ...The Q200. Testing included cooling evaluation, engine reliability and development of the various components needed to build this version. We have not mapped out performance data as yet due to the lack of a suitable propeller for the speed range of the aircraft. To date we've tried two different props; one with too much pitch and one with too little. We expect to have complete performance information in NL #20. For now we are confident that the name Q200 will refer to more than the engine displacement, actually under the new proposed revision to the homebuilt regulations if the maximum cruise speed exceeds 207 mph, you will have to use 12" N numbers!

O-200 PARTS PACKAGE AND PLANS:

As Continental has an established dealer network, QAC does not intend to market Continental engines. O-200's are available new, factory remanufactured, overhauled, used, or even in a kit version. Continental, over the years, has built over 100,000 O-200's. We made a few calls to reputable overhaul shops around the country and found the average price to be around \$4500.00 for a rebuilt O-200 with some kind of warranty. When considering purchasing a used engine we would advise extreme caution. Know what you are buying. The mythical \$1500.00 aircraft engine is for most of us just that — a myth.

Package 2 for the Q200 includes the following:

Plans, instruments, cowling, exhaust system, sheet metal baffling, carburetor heat box, heat muff, oil breather separator, prop extension, engine mounts, hardware, etc. Price for the Q200 Package 2 is \$2,900.00.

As a number of you are planning on using C-85's, C-90's and A-series Continentals, we are not including a prop as part of this package. Contact QAC for details on differences between the various models for the appropriate prop.

For those of you who already purchased Package 2 for the Revmaster, many components, including instruments, are usable on the Q200 version. Therefore, a "retro" package is being prepared. This package will cost \$1,600.00. Contact QAC for specifics.

Remember, the new canard should be considered mandatory for the Continental conversion.

Several builders have asked if we will take in trade Revmaster cowlings, exhaust systems, and props for the O-200 version. This will depend on several factors: first, how many builders wish to do this; second, how many new customers buy the Revmaster version; third, how many builders decide to use the Turbo Revmaster (it also has a different cowl, prop and exhaust). When these numbers stabilize, we will set up a buy-back policy. In the meantime, we have slowed or stopped purchases from our vendors of these items.

NEW CANARD AIRFOIL APPROVED FOR Q2:

Flight testing of the new NASA LS(1)-0417MOD airfoil on N81QA is complete. Peter Lert, Senior Editor of Air Progress magazine, conducted the envelope expansion (stall/spin) work. Peter, as most of you will recall, did the same test work on the original Q2 prototype, N8490P; the Quickie, N77Q; the Varieze; the PAT-1; and others. Results of the testing show the following:

1. The CG Range of the Q2 can be greatly expanded. The forward CG limit will be 2" further forward and the gross weight will be increased from 1000 lbs. to 1100 lbs. For an advance copy of the new weight and balance loading graph, send a stamped, self-addressed envelope.
2. The stall characteristics are very similar to the original with the following differences:
 - a. Stick forces build very rapidly as stall approaches, as with the original, but at stall there is a definite "pulse" felt in the stick as the airflow first separates then reattaches itself to the elevator during the mild pitch bucking or nodding. This effect is a perfect stall warning device.
 - b. Stall speed at 1000 lb. gross is at least 7 mph lower.
 - c. Tendency toward rudder rolls at V_{min} are greatly reduced. In other words, the rudder sensitivity doesn't increase very much as stall is approached.
 - d. Drag buildup with large elevator deflections is greatly reduced.
 - e. At the current Aft CG Limit (47") we were able to force a departure by use of complete cross controls and aft stick at stall. Recovery was executed by normal procedures. No tendency toward spin was noted. Why did this departure occur? We think primarily because the new airfoil generates so much more lift than the old GU section canard that the rear wing is being made to "work" for the first time. If you wish to avoid the possibility of a departure, merely move your *aft* CG Limit *forward* about $\frac{1}{2}$ to $\frac{3}{4}$ ". We are continuing to use the old Aft limit as we consider an inadvertent stall in the aircraft to be virtually impossible. Also, even in the event of a stall at this CG with controls neutral or mildly crossed, *no action by the pilot is required.*
3. No tendency was found for the high speed tuck noticed in the original prototype. Actually, we've been unable to find this phenomenon in N81QA or plans built versions, but most are lightly damped in long period phugoid. The new canard has

much better long period damping. This results in improved turbulence and gust response. Short period phugoid is heavily damped in both versions. What this means is that if the stick is pulsed in pitch and released, the aircraft will instantly return to the original attitude.

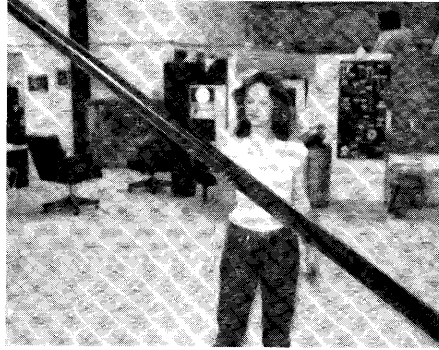
4. The aircraft can tolerate a higher (2°) ground angle of attack. This results in slightly shorter takeoff and landing rolls.
5. The aircraft has a better "feel" both at approach speeds and high speed dives.

We have done quite a bit of flying in and out of rain since Newsletter #18 with the new canard including takeoffs and landings. The result of this testing is that there is no significant trim change. With the new airfoil, N81QA can be flown "hands off" into and out of rain. This is a feat no canard aircraft we are aware of using the GU airfoil is capable of. Virtually all aircraft have some trim change upon entering a rain shower. The Grumman Tiger, for example, will begin a slight descent that will eventually grow to about 500 ft/min if no corrective action is taken. In canard aircraft using the GU airfoil, the trim change due to rain is *immediate* and much greater than conventional general aviation aircraft. The new airfoil is very tolerant of poor surface finish and even incidence errors of as much as $\frac{3}{4}^\circ$. In spite of this, we still want you to build your aircraft accurate and smooth!

AVAILABILITY:

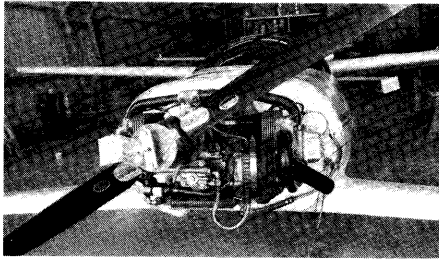
As you know from Newsletter #18, the new airfoil is thinner (17%) than the GU airfoil (20.5%). This means that for a given landing load more structure is required. That, combined with our desire to increase the gross weight, the increase in spar cap material would be about 50% using the existing Q2 construction methods. A homebuilder built carbon fiber spar was considered but abandoned due to the great variation in sample strength using hand layups. A prefabricated spar using high performance fibers seemed to be the best solution. The process selected involved winding the prepreg fibers on a mandrel with the appropriate shape then the part is placed in an autoclave and cured with heat and pressure. This results in spars with uniform properties one to the next and much higher strength numbers than is possible with hand layups. We are now constructing a canard, using these

spars, and as soon as load testing is complete, the plans, templates and spars will be released. Price for these items will be about \$600. Because many of you wish to use the new canard and are at the canard building stage, we will give priority to old customers until there is no backlog. Also, this option will not include foam, glass, or resin, as many of you do not need these items.



Prefabricated carbon fiber / glass spar.

Q2 NEWS



Turbo Revmaster mounted on N81QA for cowling and spinner work and tentative weight and balance.

TURBO REVMMASTER:

The Turbo Revmaster engine will be flight tested by Revmaster Aviation on their recently completed Q2. The engine/prop combination has been here at Mojave so that we could develop the cowling and spinner installation. The extra weight and forward mass of the configuration will require the new canard to be viable. A number of builders have inquired as to the status of their engine deposits if they wish to change to the turbo engine when

(and if) it is available, Revmaster and QAC's policy on this is: Those builders must notify us in writing of their desire for this version. When the Turbo is fully tested and approved they will receive preferential delivery and pricing. If, at that time they decide to revert back to the standard Revmaster engine the price will still be \$3095.00 instead of the current \$3395.00.

REVMMASTER PRICE INCREASE:

There has been a price increase on the Revmaster engine. For those of you who have placed a deposit on the engine, QAC and Revmaster will honor the \$3,095.00 price until May 15, 1983.

CONSTANT SPEED PROP:

Development of an adjustable pitch prop had been the biggest delay in the Turbo Revmaster program. Once this prop is available, it offers another configuration many people have not considered. The standard Revmaster engine with the constant speed prop. This combination should have much better take-off and climb performance as well as some increase in top speed and cruise. The constant speed prop should add at least 10% to the score for the CAFE 400 Race. As the blades are metal instead of wood, the rain erosion problem will be eliminated. All Revmaster engines used for the Q2 program have been built with the oil passages necessary for the use of this prop.

Q2 PLANS CHANGE:

Number Q2PC25

As several builders have brought to our attention the installation of the fuel filters as shown in the plans is incorrect. One filter should be installed *before* the fuel pump. The second should be installed *between* the header tank and the carburetor.

Number Q2PC26

Engine Cooling:

Over 40 Q2s are flying, most have not had any cooling problems. Several builders however have reported overheating in spite of what appears to be perfect baffling. In one case the problem was traced to a clogged fuel filter.

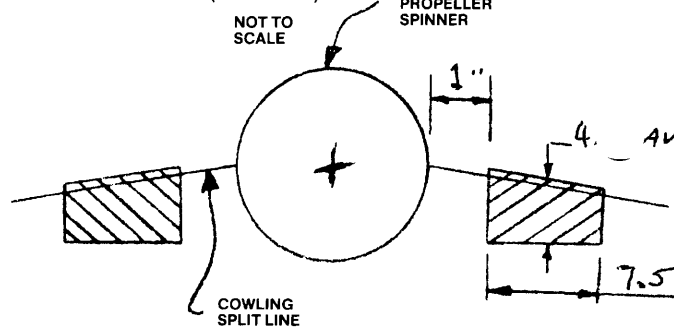
We recommend everyone to check fuel flow at the carburetor both on initial installation and after engine run-in (5 hrs). On N81QA we flow at least 7 gals/hr. If you flow below $6\frac{1}{2}$, try rerouting the fuel lines, changing filters, or up the size of the tubing, hose, and filters.

In addition Page 16-4 is revised as shown. This change enlarges the cowling air inlets about 1" and moves them inboard about 2". If you are now flying and not having any problems in this area you need not incorporate this change. The criteria for cooling in cruise (full power @ 7500') is that you should be able to close the cowl flap completely.

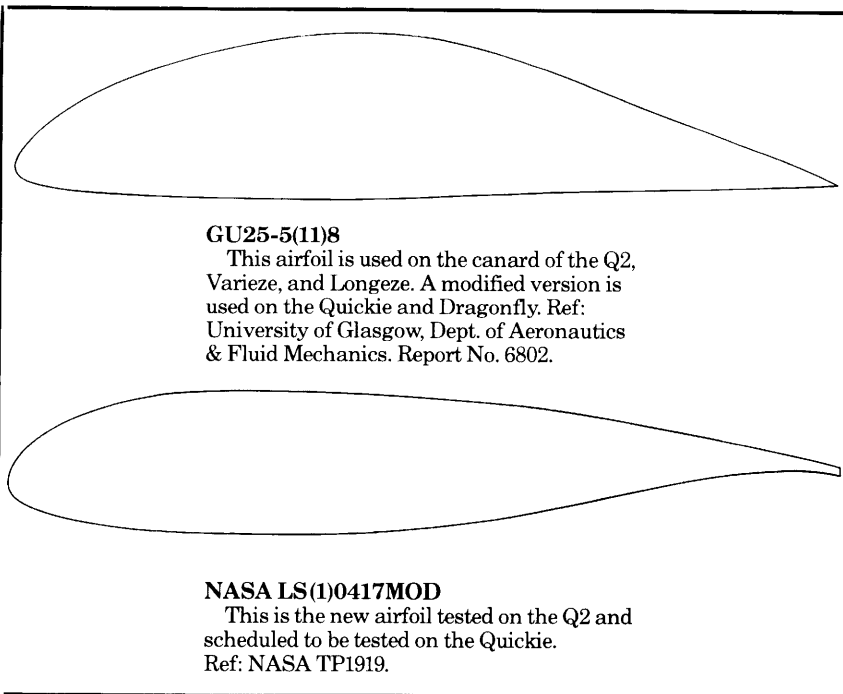
COWLING AIR INLETS:

The cowling air inlets can now be cut into the cowling. They are nominally each 4.5" x 7.5" in size, with a $\frac{3}{8}$ " radius (using Bondo) around the lip. A sketch is included for reference.

COWLING AIR INLET (FRONT VIEW)



NOTE: RADIUS LIPS $\frac{3}{8}$ " WITH BONDO.

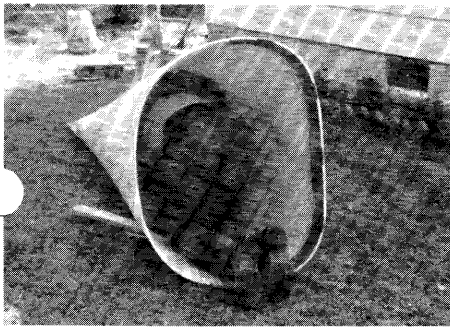


GU25-5(11)8

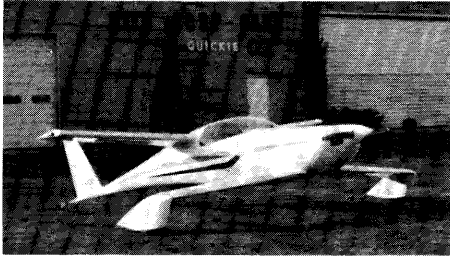
This airfoil is used on the canard of the Q2, Varieze, and Longeze. A modified version is used on the Quickie and Dragonfly. Ref: University of Glasgow, Dept. of Aeronautics & Fluid Mechanics. Report No. 6802.

NASA LS(1)0417MOD

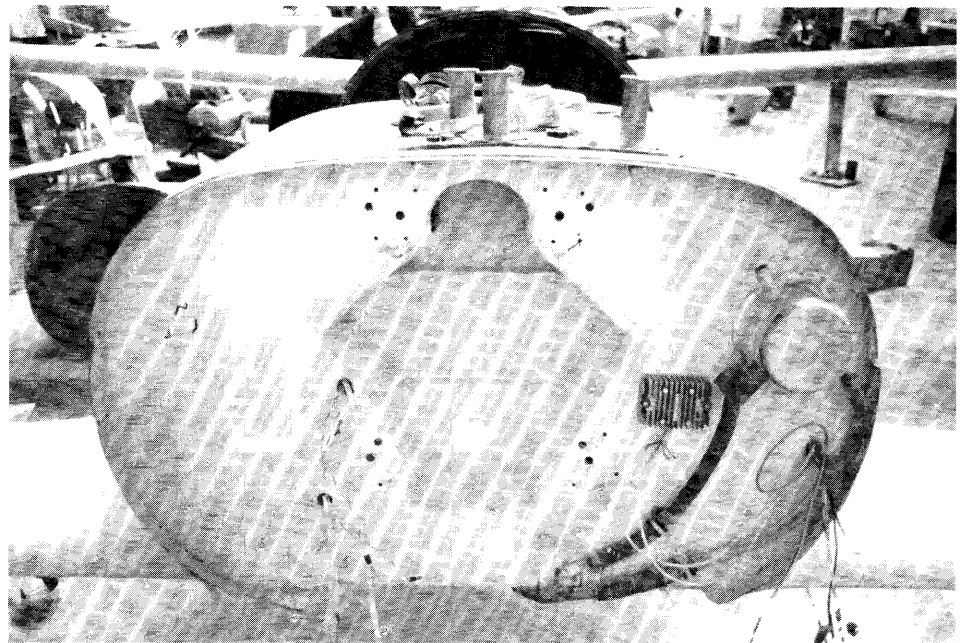
This is the new airfoil tested on the Q2 and scheduled to be tested on the Quickie. Ref: NASA TP1919.



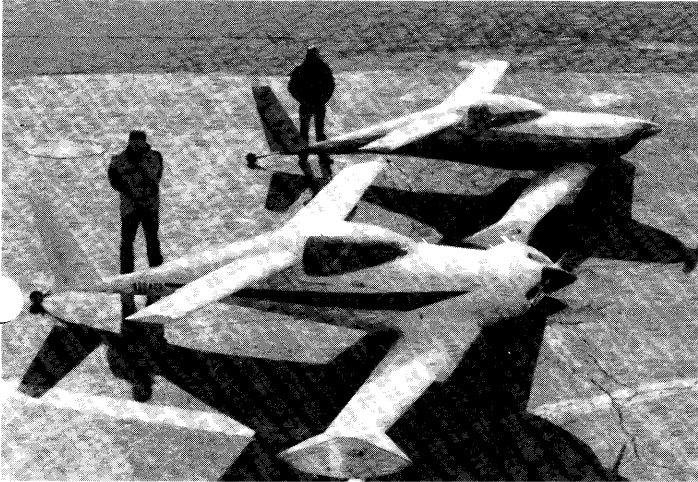
The last 12" are a real challenge.



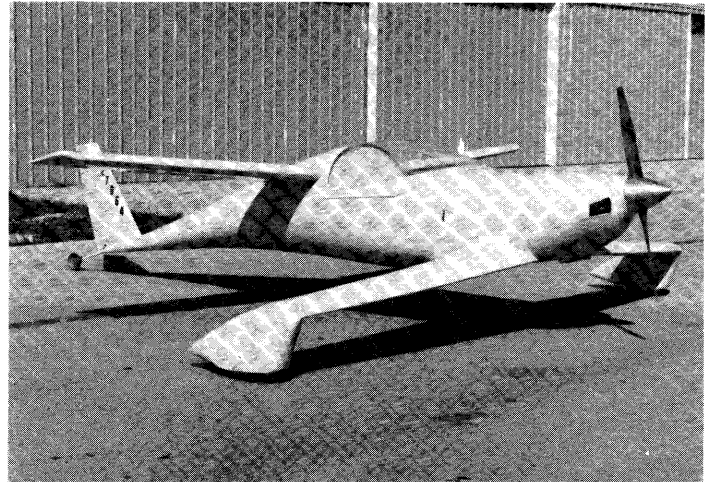
S. W. Hanke of Clio Crop Care our South Carolina Dealer.



New magneto box for the 0-200.



B. Brewster (foreground) and Bob McFarland our Pennsylvania Dealer.



Gary Dodgion's Q-2, from Naples, FL.

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
3395.00	Package 3

*Note: Package 1B will increase with the new canard.

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 \$11,095.00 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.

*Hydraulic Disc Brakes:

Those of you early customers who have not purchased the Disc Brake conversion and are still considering doing so should send in your old drum brakes for exchange within the next 30 days. The drum brake manufacturer will soon no longer take them back for credit. When this happens the \$149.00 price will be increased substantially.

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.

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 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 Shubert

*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.

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.

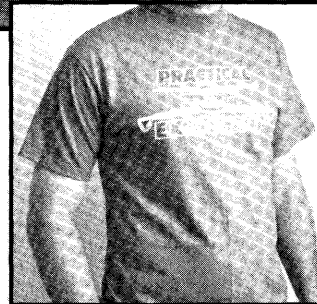
We are doing quite a bit of flight tests on N81QA for new options and of course cannot take passengers during this period. We expect to be completed within 30 days and hope, at that time, to be back to normal operations. At least 7 of our dealers are now flying Q2s so contact your local dealer.

AILERON REFLEXORS AND T-TAILS

We have begun to get feedback from users of the aileron reflex system and Legare's T-Tail mod. One result we've found is that neither will correct for a poorly built airplane. One builder installed a T-Tail after trying a reflexor. He found his aircraft was still not acceptable for landing in the rain using either device. Refer to Newsletter #15 for elevator position at cruise. If your aircraft does not have the proper up elevator setting, corrective action must be taken. The culprit can be one or more of the following:

1. Incorrect Weight and Balance.
2. Canard surface not up to plans criteria.

Quickie T-Shirts



Quickie Aircraft introduces two exciting t-shirt designs for both men and women. You'll look great in these comfortable, 100% pre-shrunk, cotton t's. The first design has the Quickie logo repeated down the front of the shirt. Choose from light blue or yellow. The second design is our popular "Practical Excitement" shirt that comes in navy, light blue and red. Womens french-cut shirts are available in small, medium and large and sell for \$10.95. Mens t-shirts are available in small, medium, large and x-large and are priced at \$9.95. CA residents add 6% sales tax.

QUICKIE AIRCRAFT CORPORATION

Hangar 68, Department SA • Mojave Airport
Mojave, California 93501 • 805/824-4313



3. Wrong canard and/or wing incidence.
4. Twist distribution incorrect (this is related to incidence).

Each and every one of these problems is correctable. If your elevator position is not correct, contact us and we'll help you find the cause and cure.

For those of you who have ordered or installed a T-Tail system, we recommend contacting Mike Huffman at:

Quickie Southwest (918) 272-2775
Rt. 2, Box 1490
Owasso, OK 74055

Mike has done extensive tests both with and without the T-Tail and has prepared a report which will be useful for those of you contemplating using the T-Tail. In order to recoup some of his costs, Mike asks that you send \$5.00 for a copy.

Some builders have been letting their Newsletter subscriptions lapse. Remember, the Newsletter is the vehicle for Plans Changes.

GENERAL BUILDER TIP

Michael Engineering Co. sent us the following service recommendation for the Epoxy Ratio Pump:

The Sticky Stuff dispenser needs to have the hardener side, outlet check ball cleaned every six to twelve months. It is located just behind the brass fitting on the front of the pump body. Hardener plates on to the ball and causes it to not seal perfectly. When this happens, the hardener drains back slowly and may not flow on the first pump at the next use. Just take the fitting off, clean the ball and seat with solvent or newspaper and replace ball spring and fitting.

As an option you can also "coin" the seat by putting the ball in place and striking it gently with a brass punch and hammer. This will insure a perfect seat and seal. Be careful that the spring doesn't get caught in the threads when re-assembling pre 1981 models.

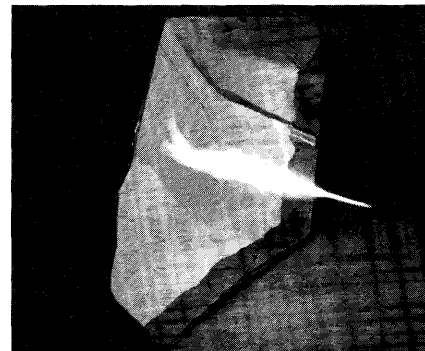
When checking your pump ratio, be sure to subtract the weight of the containers before calculating the ratio.

NEW FIREWALL COATING APPROVED BY QAC

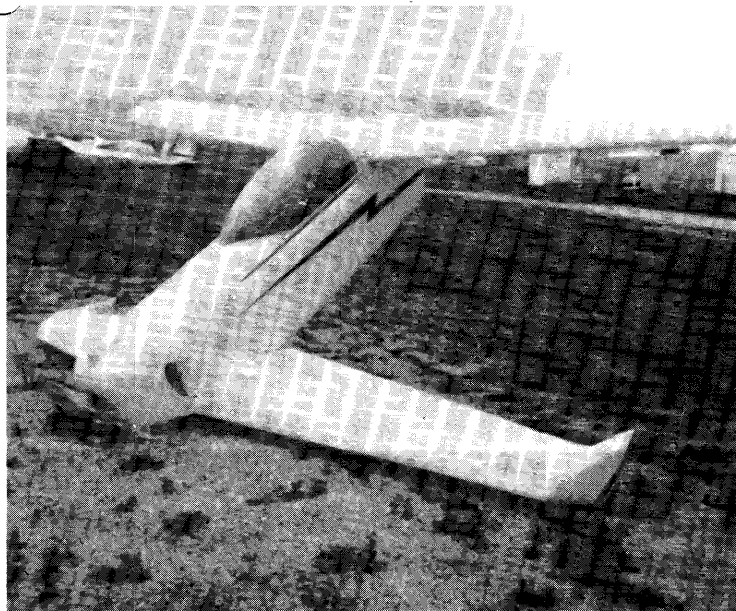
A new ceramic *paint* on material has been tested by QAC and approved for use on Quickies and Q2s.

Composite Aircraft as a rule, have a forward bulkhead constructed of a sandwich of fiberglass and plywood. Both of these materials must be protected from heat and fire. Originally, Quickies and others used asbestos covered with thin stainless steel for this purpose. This works well but is fairly heavy. Later, Fiberfax covered with thin aluminum sheet was used. This saved some weight, but does have some drawbacks. First, Fiberfax is very fragile and must be handled with care. Second, Fiberfax will soak up engine oil if exposed.

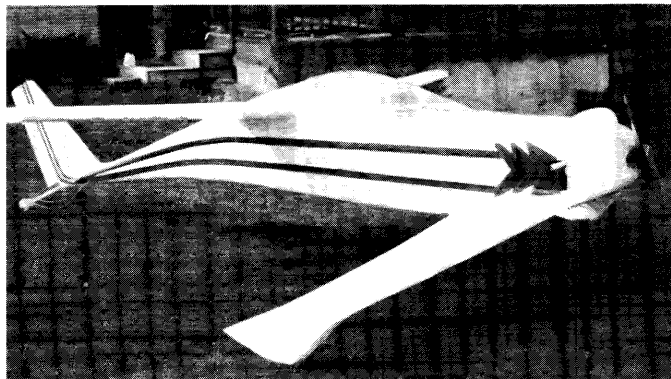
Our new "Liquid Firewall" is a two-part system that can be sprayed or brushed on. Its consistency is about the same as featherfill. This space age material was developed to protect jet aircraft wheel wells from the heat of brakes. It is non-porous, cures hard, and does not require any metal covering. Use of this material will save at least 2 pounds on the typical Q2. It will also save several hours of work fitting the Fiberfax and aluminum. The only drawback to "Liquid Firewall" is the cost — \$95.00 for a 1 quart kit. It is available from QAC and we highly recommend it.



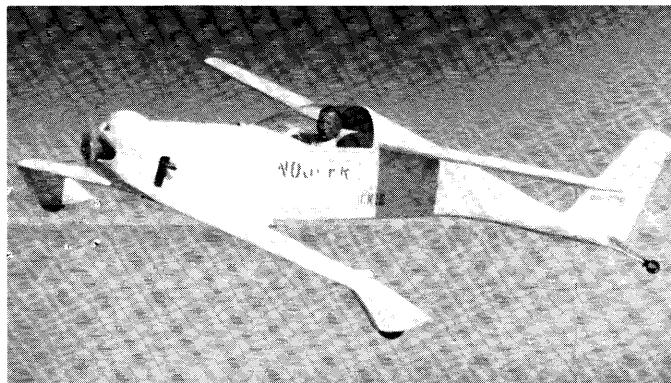
New ceramic "Liquid Firewall" given the ultimate test with an acetylene torch!



Kelly Spellmyer's Quickie—no it's not a VariEze.



Ed Parker's Quickie "The Live-In Mistress"—named by his wife of course.



Kelly Spellmyer's Quickie

CITROEN POWERED QUICKIE READY TO FLY!

The Revmaster R-800 Citroen engine is installed in N77Q and is awaiting FAA inspection. Extensive dyno testing was conducted on this engine before it was released to QAC for flight test. On the dyno this engine produces 27HP at 3800RPM using less fuel than the Onan does at 22HP.

One problem we discovered on installation was that the exhaust system points forward and causes rather large bumps on the cowling. We are going to fly with this configuration, but Revmaster has determined that a new camshaft will allow the heads to be swapped left for right. This will point the exhaust to the rear and permit a much nicer cowl.

Assuming no further problems develop, performance data should be available in Newsletter #20.

The new canard airfoil developed for the Q2 was so successful we are proceeding with a version for the Quickie (see Q2 news). The same mandral will be used to wind spars for the Quickie canard, so development time should be very short. What we hope to obtain with the new airfoil is a lower stall speed, which will result in shorter takeoff and landing distances. We also expect to eliminate the trim change with rain. The biggest advantage of the new

airfoil we feel is that it is so much more tolerant of surface waviness and incidence mistakes than the original.

AILERON REFLEXOR TO BE TRIED ON THE QUICKIE:

The aileron reflexor used on the Q2 to allow in-flight adjustment of the ailerons will be shortly installed and flight tested on the Quickie. We would expect a similar improvement in rain performance as was found on the Q2.

QUICKIE BUILDER TIPS:

Head Gaskets — Ray Anderson, #236 reports finding a new head gasket designed for an Allis Chalmers garden tractor. This gasket is called a Graphfoil Type, and is constructed with a steel inner core sandwiched between graphite. The stock gaskets are steel and aluminum with an asbestos type inner core.

We have not tested these new gaskets ourselves, but Ray has extensively. They appear to offer the following advantages:

1. No leakage even with head bolts only loosely torqued.
2. Better cooling. The new gaskets will allow heat transfer from the block to the heads.

Ray says that the new gaskets are very soft and should be torqued to 14-15 lbs then allowed to sit overnight before rechecking. We would recommend following the procedure outlined on NL #18 before flying.

The Onan part number for this gasket is 110-3181.

PLANS CHANGE:

Number QPC34
March 2, 1983

Install light spring on the throttle so that the engine goes to full throttle in the event of cable failure.

Quickie Kit Prices

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

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.

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

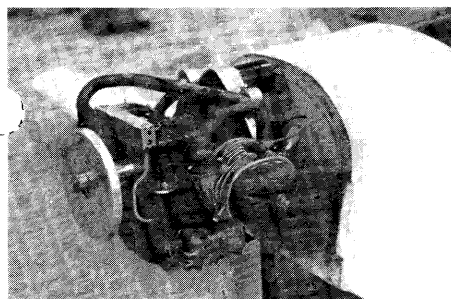
Current prices are \$3,295.00 for Package 1 and \$1,700.00 for Package 2. Note that the complete kit now consists of two packages instead of the original three.

Availabe 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.



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Quickie & Q2 Newsletter

Subscription (1 yr.)* \$ 6.00
Quickie Information Package
(2nd edition)* \$ 8.00
Q2 Information Package \$10.00
Pilot's Manual* \$ 8.00

*Add \$1.00 for Air Mail overseas (U.S. funds).
California residents should add 6% state sales tax.

Quickie Aircraft Corporation is located on the east end of the flight line at the Mojave Airport, Mojave, California which is located approximately 80 miles north of Los Angeles. You are welcome to come by to see the Quickie & Q2 prototype, to ask questions, and to bring in parts of your Quickie for inspection. The hangar number is 68.

We are normally open from 9 to 5 on Tuesday thru Saturday, but you should call first if you are coming from far away, since we occasionally must close the office to attend a flyin, conduct business, etc.

Weather permitting, Saturday, at 10:00 we often give a flight demonstration.

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

QUICKIE/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 construc-

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

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