

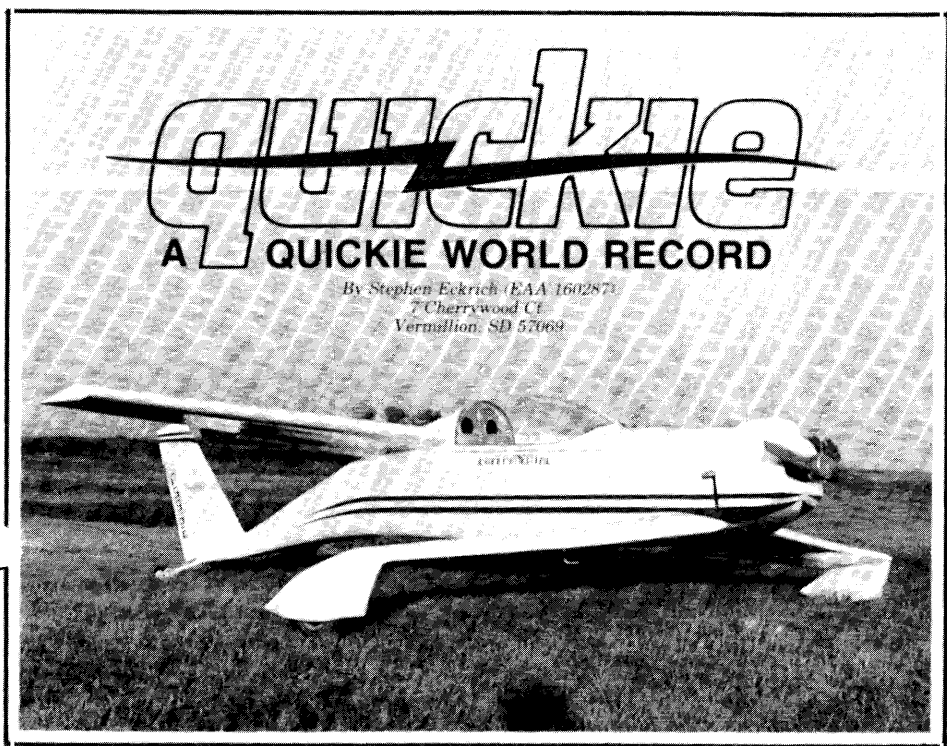
Special
Double
Issue

Quickie

NO. 20

QUICKIE NEWSLETTER

SUMMER 1983



N99SE before winter came to South Dakota

(Photo Courtesy Steve Eckrich)

WORLD RECORD QUICKIE

On March 9, 1983, Stephen Eckrich of Alberdeen, South Dakota set a new world record for distance in a closed course with his Quickie. Steve flew an amazing 842.2 miles to set the new standard for the "Under 662 lb. ultralight category aircraft."

Four months of planning and preparation went into the attempt with nearly all aspects of the flight being precisely calculated on his brother's Apple II Personal Computer. All variables, including wind, altitude, and performance parameters of his Quickie were fed into the computer and the most efficient course and strategy were calculated.

Total fuel capacity was raised to 14.25 gallons by use of auxiliary tanks in the baggage compartment. The Cockpit was crammed full of provisions for the nearly 9 hour flight.

A storm delayed the planned departure for 2 days. Early Wednesday morning, March 9th, Stephen's brother Paul and Deen Goehring, the NAA directing official were on hand as Steve climbed into the cockpit of his Quickie for the record setting flight.

The 210.55 mile course from Alberdeen to Watertown to Huron and back to Alberdeen would be circled 4 times for a total of 842.2 miles.

Stephen said of his flight, "I remained pretty tense until the first completed circuit, but upon passing Alberdeen the first time it didn't make any difference how much further I flew, the record had already been broken. I relaxed, stretched out and enjoyed the sunny day."

Stephen encountered no major problems throughout the flight. After completing the memorable flight he and his ground crew celebrated with champagne.

The final performance figures are impressive. Steve used just 12 gallons of fuel to complete the 842.2 mile course in 8.8 hours. The average speed was 95.5 MPH at an incredible 70.2 MPG economy.

For the entire story please refer to the July, 1983 issue of SPORT AVIATION.

CONGRATULATIONS STEVE!



GENERAL

Sun 'n Fun Flyin':

Sun 'n Fun was well attended this year in spite of terrible weather. We introduced the Q-200 at this fly-in. Three Q2s and two Quickies also showed up this year. Duane Swing's Q2 won the award for "Best Composite."

CAFE 400

Our planning for this year's CAFE 400 air race was to enter our Prototype N81QA with the 0-200 installed. We expected several Q2s to be entered by individual builders. As race day approached it became apparent that this was not to be. We contacted Duane Swing and he agreed to come out for the race. Duane and son Scott headed for California only to be shut down in Missouri due to IFR weather and avionics problems. Eric Shilling managed to get his FAA sign-off 4 days before race day so he was a last minute entry. One individual entered a Quickie. A common saying at the CAFE races in the past has been "If a Quickie is entered, a Quickie will win the single place, experimental category." However after this year the saying will need to be modified to include "assuming the Quickie can find its way around the course." Actually, it's surprising that more aircraft didn't get lost as the course covered some pretty rugged territory.

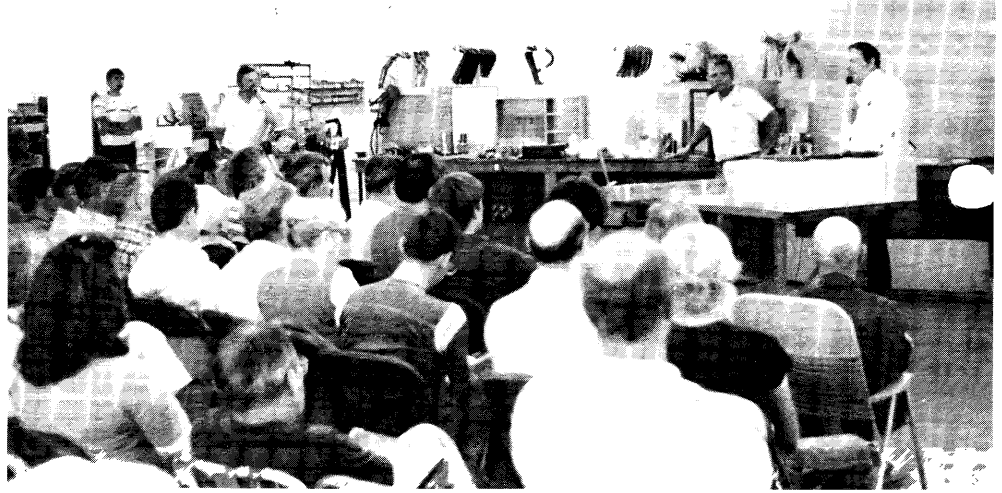
In the 2 place experimental category, the winner was Gary Hertzler in a modified Varieze. It's interesting to note that the Varieze is no longer marketed.

The Q-200 placed 5th in 2 place experimental. The only modification for the race was installation of a LORANC which helped keep us from getting lost. It might be interesting to compare the Q-200's performance with aircraft in the same class. We would consider these to be the Long-ezes and fixed gear Glasairs. The Q-200's score was 29% better than the only Long-eze to finish the race and 24% better than the highest finishing fixed gear Glasair.

Eric's Q2 finished 8th, still ahead of the fixed gear Glasairs and the Long-eze.

T-TAIL:

We have received very mixed reports on the T-Tail installation. If you are flying with this installed please drop us a line with your experiences. One builder actually found his stall speed went up 10 mph with the T-Tail! We are still trying to figure that one out. One conclusion we have drawn is that the T-Tail should not be installed for first flights. The T-Tail has not been flown on an aircraft with the new canard therefore we cannot recommend it for this configuration.



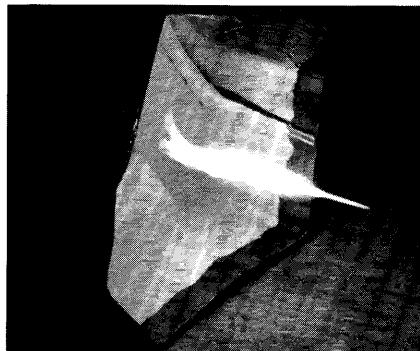
A capacity crowd looks on as Gene Sheehan, President of Quickie Aircraft, discusses the new Q-200 and new canard.



Liquid Firewall

We have made this product standard on all new Quickie, Q2, and Q-200 kits. Another good use for Liquid Firewall is on exhaust systems. If you coat the outside of your exhaust it will reduce the heat radiating from the pipes. It will also keep the outside from rusting. On new, unused exhausts, clean with acetone and Scotchbrite. On exhausts that are in service it would be best to sand blast clean before application. The Liquid Firewall will hold up longer on exhausts if you can "cook" it at about 250°F for an hour.

Some Quickie builders have asked if we can repackage in pint kits. If at least 25 of you request it, we can. The price will be \$53.00. Quart kits are \$95.00.



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

OSHKOSH

We hope to meet many of you at Oshkosh, aviation's biggest event, this year. We have a large booth in the North Exhibit Building.

We have 2 Forums scheduled:

Q2/Q-200

Monday, August 1

3:00 - 4:15 p.m., Forum Tent #3

Quickie

Friday, August 5

10:30 - 11:45 a.m., Forum Tent #2

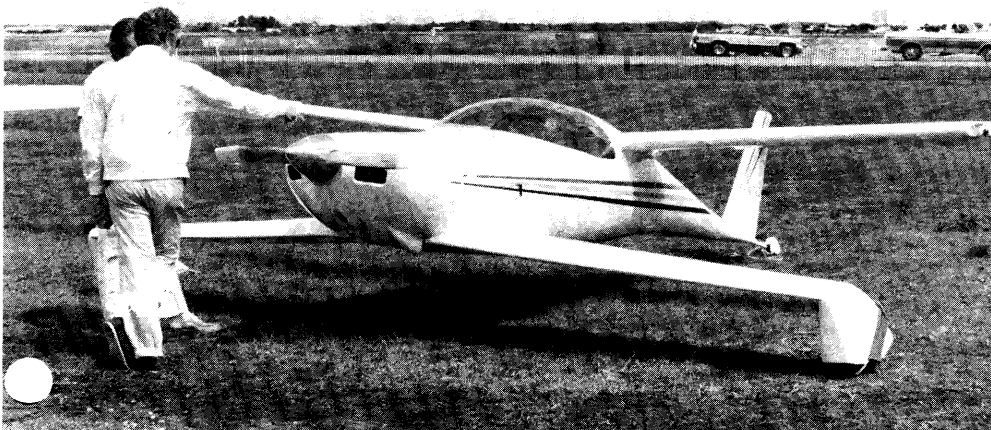
The Q-200 Prototype, N81QA, has been entered in the OSHKOSH 500 Air Race, also known as the Lowers-Baker-Falck or LBF for short. This will be an excellent opportunity to compare it with other high performance homebuilts. One modification needed for the race is extra fuel tanks. We are required to carry 29 gallons!

CABIN HEAT AND VENTILATION PACKAGE:

Due to popular demand, we are developing this option. It will consist of 2 NACA air scoops, stainless steel heat muff, adjustable vents, ducting, and plans. Molds are complete for the NACA ducts, and we expect to have all the components available in 2-3 weeks. Price has not been set at press time. Call us for details.



Views of Lakeland Sun 'N Fun Flyin. Note the ominous looking sky. The weather was very poor but provided us with some extra flying time in the rain.



GENERAL BUILDERS' HINTS:

It has recently been brought to my attention that some builders have been applying BID tapes 0° cut, rather than on the bias. This is *WRONG*. Best overall strength ratio is with a 45° cut. Also, the ability of BID to flow into compound curves, as in bulkhead installation, is enhanced via bias cut. For multiple ply lay-ups, I like to lay-up on about 4 mil plastic, the number of recommended plies. Stipple and squeege. Place another layer of plastic on top and do a final squeege, removing all excess epoxy to the edges; then, trim to dimensions. Paint a coat of raw epoxy on prepped surface. Remove plastic from one side of lay-up and stipple glass in place. Remove top plastic, stipple all edges, and pick up excess epoxy with a rag or paper towel. This will give your aircraft a more professional touch, minimize sanding, and reduce rattlesnake bites.

While discussing tapes, I prefer a slightly tapered edge to one peel plied.

1. It's easier to blend in finish mode.
2. It's lighter, since a good hand lay-up approximates about 75% weave fill with epoxy, the heaviest of the fillers.
3. Sanding is easier on a non-peelplied surface.

Merit Tool Company makes a sanding disc that fits your dremel and works excellent for tapering glass edges.

Sanding discs snap in and out and are available in numerous grits. Check your local hardware or hobby supply.

Safety: The propellor is one of the most important and most overlooked parts on your airplane. A failure here is often catastrophic. On original installation, check balance (both horizontal and vertical) and track. Both are directly responsible for how smoothly your engine will operate. Check track at the prop tip by weighting or taping a long stick to the canard, placed almost touching prop tip. Then, rotate prop 180° (reverse normal rotation so magnetos don't spark), checking the other blade. Track should be within 1/8". On final torque (about 200 in. lbs. or 17 ft. lbs.), small variations in track can be adjusted by slightly over-torquing the 3 bolts on the side with the most gap. Safety and re-check torque after first 3 hours, then at 25-50 hour intervals.

CANARD SURFACE WAVINESS:

Several builders have flown into Mojave recently, allowing us to inspect their aircraft. What is most disturbing is that 2 out of 3 were not up to spec on canard surface waviness. One aircraft had a smooth finish everywhere except on the one place that it matters, that is, the top forward surface of the canard.

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

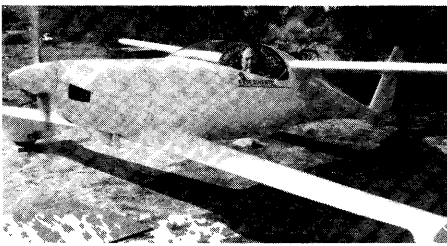
*Ron requests that builders with backorder problems and/or questions call him between 1:00-4:30 p.m. PST on Tuesday, Thursday, and Friday. This will permit him to spend the mornings on shipping, thereby providing faster service. Ron also requests that all backorder and materials requests be sent to him 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.

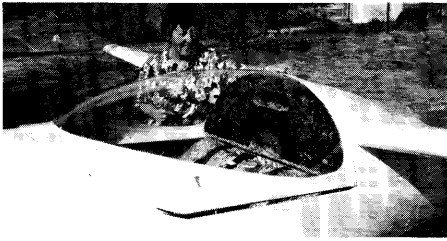
Builders of both the Quickie and Q2 have the opportunity to receive rides in N81QA, our Q2, within the thirty day period prior to the builder's first flight in his own aircraft. These rides are by prior arrangement only; in addition, at the same time, suggestions and recommendations will be given to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

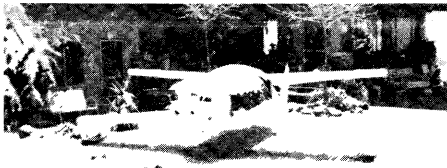
We are doing quite a bit of flight tests on N81QA for new options and of course cannot take passengers during this period. We expect to be completed within 30 days and hope, at that time, to be back to normal operations. At least 7 of our dealers are now flying Q2s so contact your local dealer.



Chuck Orcutt in the cockpit of his Q2.



A smiling Milly Orcutt poses next to their Q2. The Orcutts are from Morongo Valley, California. And if you think it's always sunny in California, take a look at the accompanying photo of their snow covered Q2 N123QC.



Howard Mizner (Q-Aircraft of Southern Cal.) and local EAA Chapter conduct a construction seminar at Revmaster's facility.

Q2 NEWS

Q2 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 April 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:

\$3895.00	Package 1A
3055.00	Package 1B
1850.00	Package 2
3395.00	Package 3

A builder electing to purchase Package 1A and Package 1B and Package 2 together will save \$300.00 at the \$8500.00 combined price. The price for a complete kit purchased in the most economical manner is \$11,895.00 complete.

Package 1A includes materials to construct the basic fuselage, bulkheads, consoles, etc., and pre-mounted 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:

80.00	Parking Brake option for the hydraulic disc brakes.
\$350.00	Custom Upholstery Set in Blue.
98.00	Prefabricated Fuel Tank.
81.00	500 x 5 tires exchange (\$95.00 outright).
150.00	Retrofit Aileron Reflexer.
235.00	Pre-fabricated Bulkheads.
600.00	Carbon Fiber Spar Kit. (Standard on all new kits.)

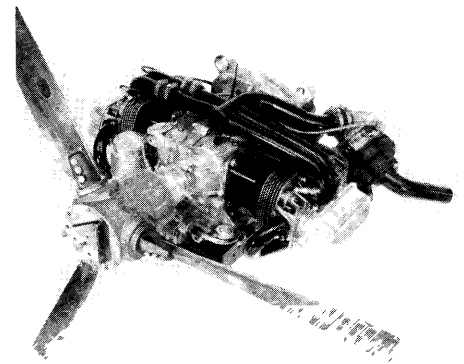
Q2 builders should verify that they have the correct plans and updates. With either Package 1 or Package 1A, the builder should have Chapters 1-14, a Table of Contents, Appendix Sheets 1-5, Q2 Pilots Manual, Quickie Newsletters from 10 forward, and plans addendum sheets ii thru vii. The plans for installation 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

NEW CANARD Q2:

Deliveries have begun on the new canard spars and control system parts. Delays were due to our changing supplier in midstream. That old demon in aircraft sprung up: Product Liability.

Everyone who has ordered should have received the plans by now. If you have not, call us immediately. Production rate is 5 per day and will soon jump to 10 per day when our second mandral comes on line. We estimate the current backlog to be 45 days for new orders. As long as the volume remains high for retro orders, we can maintain the price at \$600.00.



TURBO:

Revmaster has installed the Turbo Engine on their Q2 and have just begun — flight test. If all goes well, the Turbo Q2 will be on display at Oshkosh. Due to the extra weight of this conversion on the nose, the new canard is mandatory. Price has not been set at this time.



...ties at Chino Airport.

Q2 BUILDER TIPS:

We have had 2 reports of apparent carburetor slides sticking due to engine vacuum at low power setting. We think the problem is more likely due to throttle cable slippage or flexing. We have conducted tests with the equivalent of 3 atmospheres of pressure (45 psi) against the slide of the POSA and were unable to duplicate the problem. Carefully check your throttle travel with a load applied to the slide. Inspect the slide for signs of galling.

GROUND HANDLING PROBLEMS:

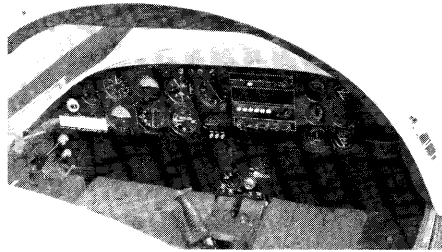
Q2: Since the Q2 is a taildragger you must always keep some pressure on the rudder pedals while taxiing. A peculiar trait of both Quickies and Q2s that many pilots have noticed is that at higher taxi speeds the aircraft can be steered with the ailerons. Left aileron causes the nose to go right slightly, while right aileron causes the nose to go left. If the T-Tail is installed, be sure it is trimmed so that the tail will not lift while taxiing downwind. This phenomenon cost one builder a prop.

If you install your wheelpants with some toe out, it should make ground handling better. This is accomplished by placing a mark on the inside face of each pant that is 2" forward of the axle hole centers, then sighting on the marks for toe out alignment rather than the axle holes.

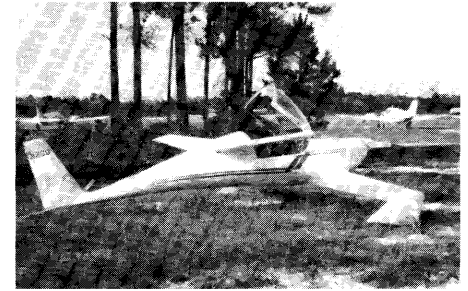
If because of an accumulation of errors you must point your tailspring down, the loads on the spring will be greater. We suggest that you reinforce the spring



Duane Swing was awarded "Best Composite" at the Lakeland Sun 'N Fun Flyin'.



Close-up of the interior of Duane Swing's Q2. Notice the complete instrument panel. There's no room for the kitchen sink.



Here's Max Stupar's Q2 with his version of the front hinged canopy. Photo taken in Fort Walton Beach, Florida.

with 2 BID at 45° and 3 UNI lengthwise. Carry these extra plies onto the fuselage several inches and onto the spring out to the QTW3. You will also need to change the "kingpin" angle set by the QTW3. We are building some special parts which will accomplish this. Call QAC for details.

Check your main wheel axle locations. One aircraft we measured had axles 1/2" aft of the specified fuselage station. This will cause the aircraft to be light on the tail and contribute to ground handling problems. You may move the axles forward of the position shown in the plans up to 3/4" (no more!).

BUILDER TIPS:

Q2: On the new canard we developed a new pitch control system, which uses 2 Q2CSA8s, 2 CSI3s, and eliminates the universal joint. This system eliminates problems builders have had in aligning the elevators, as it's adjustable. The old system has no adjustment available other than slop in holes. Those of you who will be using the GU Airfoil canard and wish to convert to this pitch control system will need an additional Q2CSA8, a 3/4" thick phenolic block, a CSI3 tube, 2 Heim joints, and a different QCSA1 stick. Contact QAC for details.

PLANS UPDATE:

We have put together plans changes and builder tips for both the Q2 and Quickie on several sheets so that builders will not have to hunt through back Newsletters. These are available by writing and asking for them. Please include your serial number.

FORWARD HINGED CANOPY:

Many builders have requested that we make available the forward hinged canopy option as is installed on 81QA. This really makes the aircraft look roomier and makes entry of your passengers a lot easier. It also has a "rakish" look sitting on the ramp. The plans, hinges, gas springs, and hardware are now in stock. Price \$125.00.



The popular Forward Hinged Canopy Kit is now available.

ADJUSTABLE PITCH PROP:

Testing has gone very well on the adjustable pitch prop. No problems have surfaced to date, and we expect approval for the Q2 very shortly. Preliminary testing on Revmaster's Q2, built by Eric Shilling, indicates that you can expect an increase in the sea level rate of climb of at least 150 fpm, more at altitude. You can also expect higher speeds (5-7 mph). The prop adds about 10 lbs. to the aircraft empty weight. This will not, by itself, require the use of the new canard. Revmaster has established the price for the prop at \$1420.00, including a 2 position (climb/cruise) controller. A constant speed controller has been developed and should be available in 90 days.

Q-200 NEWS

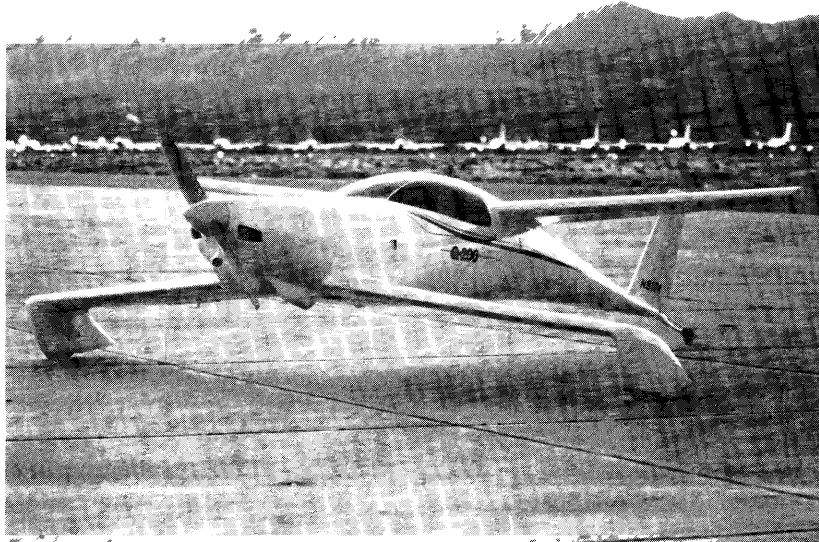
Q-200 RETRO PACKAGE:

Those of you who have received Q2 package 2, but have not purchased your engine should have received a letter outlining QAC's policy on credit for unused components. QAC's policy concerning credit towards the Q-200 "retro package" is as follows:

QAC will offer a \$400.00 credit when you send us the following unused items (pre-paid freight):

1. Q2 Cowling
2. Exhaust System
3. Q2 Prop
4. Q2EMIs (4)
5. Rubber Engine Mounts (4)

QAC will also credit an engine deposit towards the Q-200 "retro package." This is a limited time offer. A similar policy will be instituted for the turbo Q2 conversion.



Q-200 KIT PRICES

The Q-200 Kit is now available. Package 1A contains the material to construct the fuselage, pre-mounted canopy and raw materials. Package 1B consists of wheels, tires, brakes, welded components, machined parts and other prefabricated parts to fabricate essentially the remainder of the airframe. Package 2 is the Continental 0-200 engine installation package. The prices are as follows:

\$3895.00	Package 1A
3055.00	Package 1B
2900.00	Package 2

A builder electing to purchase the complete Q-200 kit all at one time will save \$400.00 with a \$9450.00 combined price.

Q-200 ENGINE INSTALLATION PLANS AVAILABLE:

Plans have been sent to those who have ordered the Q-200 or "Retro Packages." Several builders have asked if the plans may be obtained prior to ordering. This is a good idea as there are some differences in the firewall cutout, magneto box, and header tank area that can be accomplished while waiting for the package. The price is \$40.00 and is deductible from the purchase price of the "retro" or Q-200 package 2.

Q2/Q-200 BUILDER TIPS: Care & Feeding of your aileron reflexor:

Those of you who have installed the aileron reflexor system should make first flight with your ailerons set at 0°. Explore the use of this device cautiously as it is a very powerful control. After flight tests, you may change the up and down limits. The down limit may be set at 0° instead of down 2° allowing full up travel. The reflexor is not needed on the new canard, but it will allow some expansion of the aircraft's envelope.

Performance information has been derived from actual flight tests on the prototype and corrected to standard atmospheric conditions at 1100 pounds maximum gross weight.

Actual performance will vary from standard due to variations in atmospheric conditions, engine and propeller condition, mixture leaning technique, builder construction procedures, and other variables associated with the particular performance item.

Q-200 SPECIFICATIONS

Length	19' 10"
Wingspan	16' 8"
Total Wing Area	67 ft. ²
Empty Weight	505 lbs.
Gross Weight	1100 lbs.
Useful Load	595 lbs.
Fuel Capacity	20 gallons
Baggage Capacity	40 lbs./5 cu. ft.
Cockpit Size:	
Length	64"
Width	43.7"
Height	36"
Takeoff Distance	610 ft.
Landing Distance	950 ft.
Stall Speed (power off)	64 MPH
Stall Speed (power on)	62 MPH
Maximum Speed	220 MPH
Cruise @ 75%	207 MPH
MPG @ Economy Cruise (120 MPH)	53 MPG
MPG @ 75% Cruise (207 MPH)	33 MPG
Rate of Climb @ 900 lbs. Gross (SL)	1600 FPM
Service Ceiling (50 FPM)	21,000 ft.
Rate of Climb @ 5,000 ft.	1250 FPM

Q-200 PERFORMANCE SPECS:

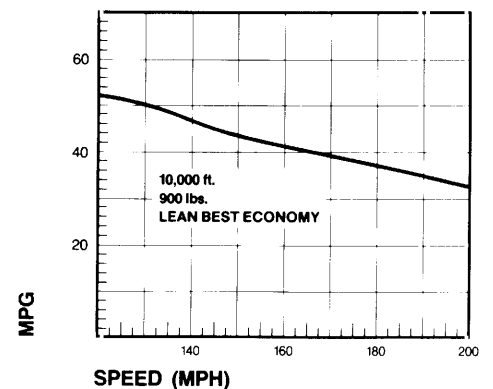
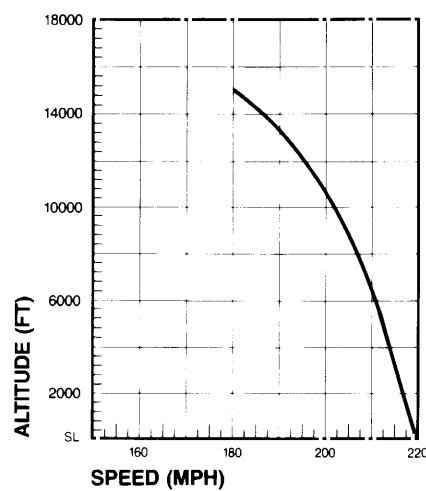
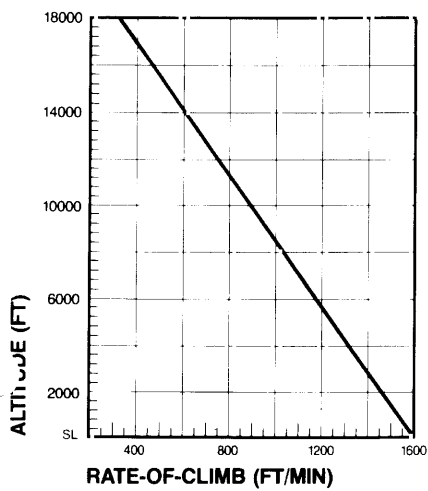
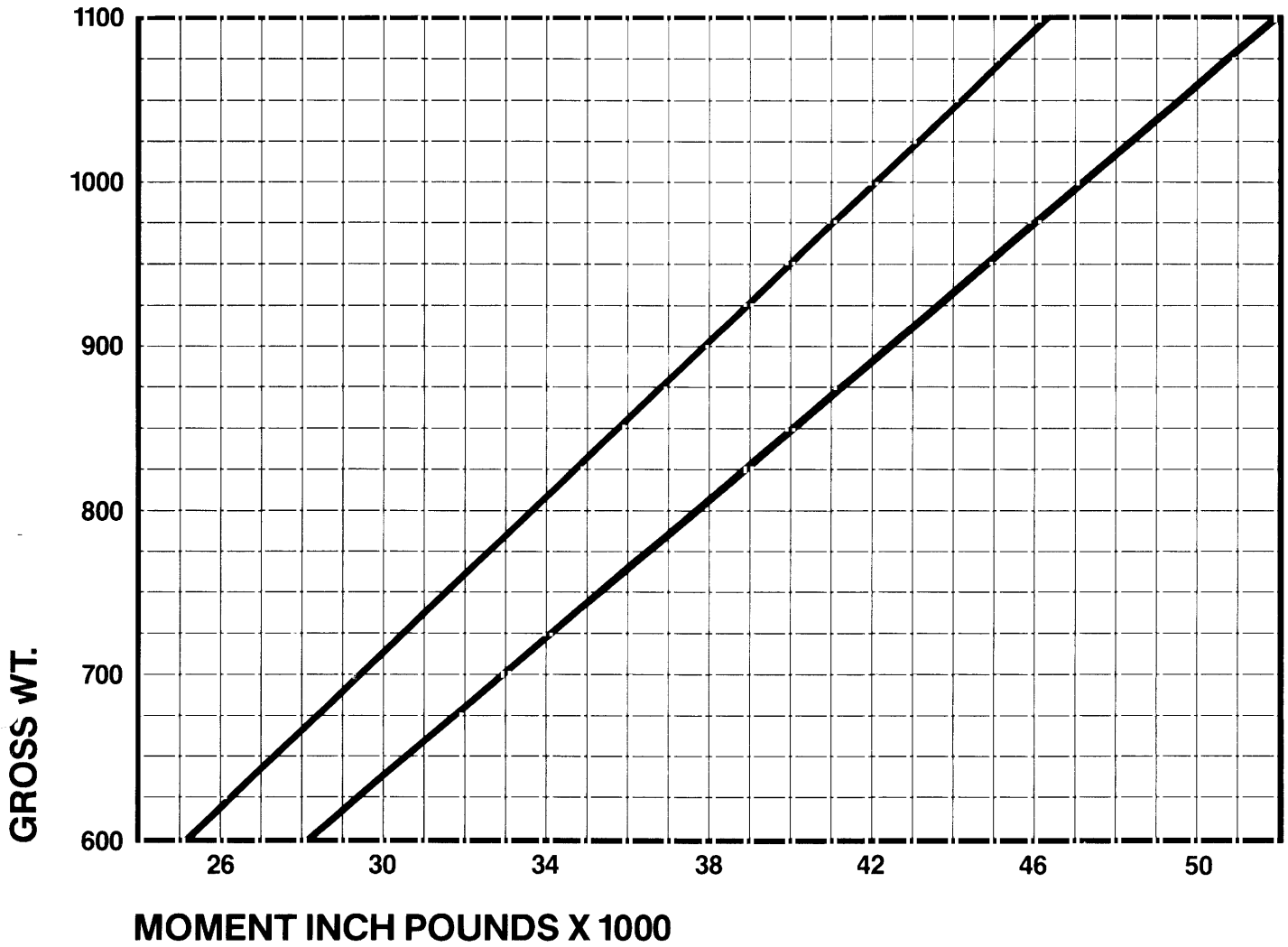
New performance figures have been compiled for the Q-200. This information is printed on sheets that will fit into the Q2 Owners Manual. The sheet has been sent to all who have ordered the Q-200

and are also available free to all interested parties. Just write to QAC and include a self addressed, stamped envelope.

A Weight & Balance Chart is also available upon request or the chart included in this newsletter may be cut out and saved for future reference.

WEIGHT & BALANCE

The enclosed chart is for use with the new canard. We will possibly increase the gross weight above 1100 lbs. after further testing.



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
P.O. Box 275
Hayward Airport
San Lorenzo, CA 94580
415/276-8102

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

FLORIDA
SOUTHEAST QUICKIE, INC.
5610 Pinetree Road
Pompano Beach, FL 33067
305/721-9265

ILLINOIS
Q-CRAFT DISTRIBUTORS
Box 194
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
935 Industrial Pkwy.
Plainwell, MI 49080
616/685-5238

MINNESOTA
QUICKIE AIRCRAFT
4982 Vine Hill Road
Excelsior, MN 55331
612/474-9245

NEW MEXICO
COMPOSITE AIRCRAFT CO.
P.O. Box 2351
Roswell, NM 88201
Located at Roswell Industrial
Air Center
505/624-1499

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
Wormleysburg, 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

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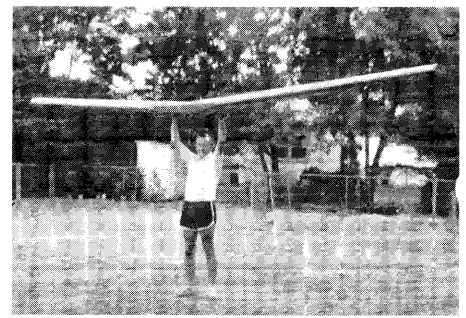
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Fred A. Wemmering last seen running down Maryland Drive and approaching lift off speed.

Published quarterly by

QUICKIE AIRCRAFT CORPORATION
Post Office Box 786
Mojave, CA 93501
(805) 824-4313

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

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

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

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

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

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



QUICKIE AND Q2 COMPOSITE MATERIALS INTRODUCTORY PACKAGE

This \$54.95 package of materials including a booklet has been put together to provide 'on the job training' in composite aircraft construction techniques for the prospective builder of a Quickie and/or Q2. Several projects are built using techniques similar to those utilized constructing the aircraft. This allows the prospective builder to hone his skills and determine his level of enthusiasm prior to committing several thousand dollars for the purchase of a kit. The booklet is available separately for \$14.50.

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

SUBSCRIPTION FORM

QUICKIE AND Q2 NEWSLETTER SUBSCRIPTION — 1 YEAR \$6.00

ADD \$1.00 FOR AIRMAIL OVERSEAS. CALIFORNIA RESIDENTS ADD 6% SALES TAX.

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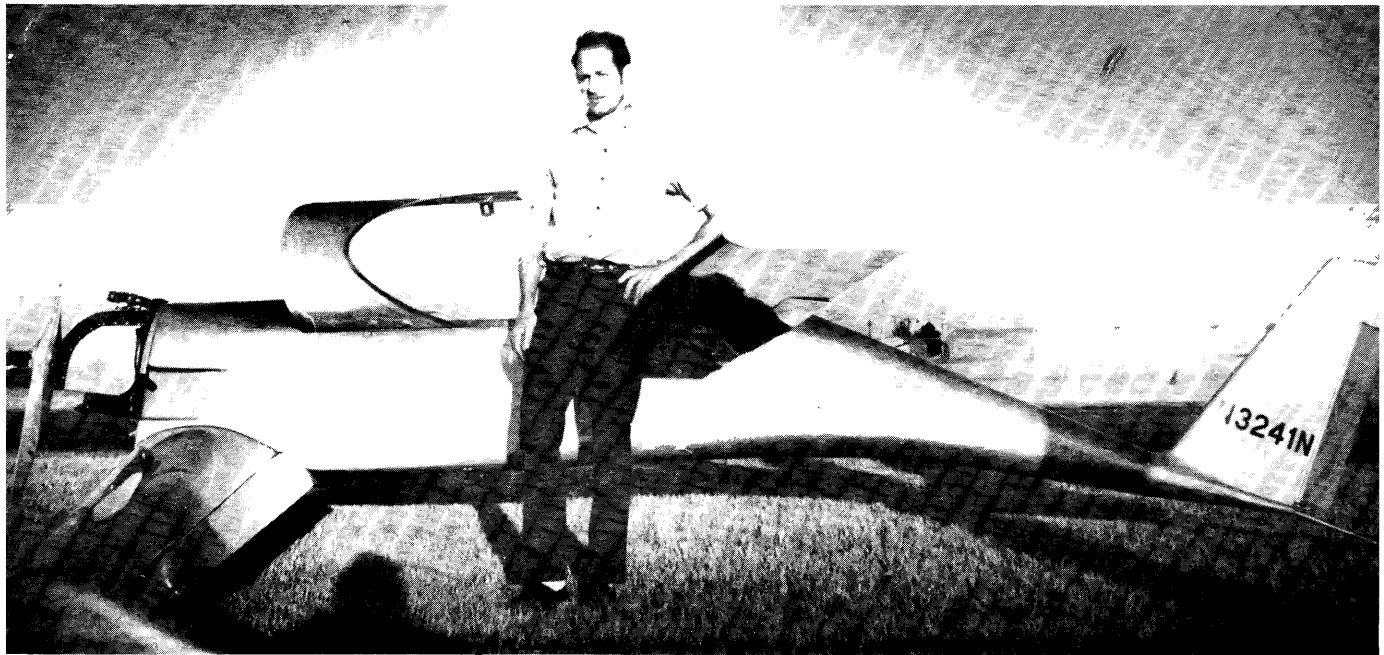
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Jim Olivier during taxi tests on N3241N.

QUICKIE NEWS

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.

Available options are as follows:

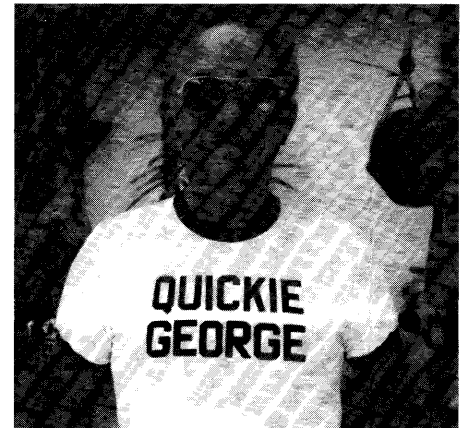
- \$125.00 Large Tire Option.
- 300.00 22.5 h. p. Option including Kevlar engine mount.
- 125.00 Kevlar engine mount separate.
- 125.00 Custom Upholstery set.
- 51.00 Prefabricated fuel tank.
(Standard with Package 1.)
- 13.50 Communications or Navigation Antenna kit.
- 150.00 44" diameter propeller.
(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.

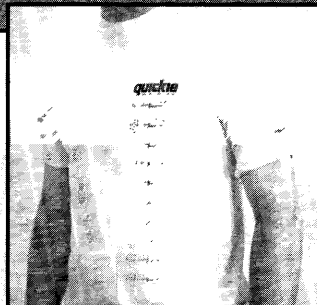
CITROEN ENGINE:

We have been flying the Revmaster R800 Citroen Engine on 77Q. The engine runs well and is very smooth. As originally configured the exhaust ports point forward causing very large, draggy bumps on the cowling. By changing the camshaft we were able to reverse the heads. This allowed a new cowl that is much more streamlined. Two versions of the Citroen are being tested. One is rated at 27 hp, the other dyno's 31.5. We have the "Big Bore" installed in 77Q, our Quickie prototype. If no further problems develop we plan to bring the Citroen powered Quickie to Oshkosh.



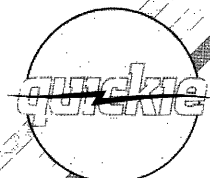
George G. Edwards. Hey George, when are you going to send us a photo of your Quickie?

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 xlarge and are priced at \$9.95. CA residents add 6% sales tax.

QUICKIE AIRCRAFT CORPORATION
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Mojave, California 93501 • 805/824-4313





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