

Quickie

NO. 21

QUICKIE NEWSLETTER

FALL 1983

OSHKOSH 500 RACE

QAC entered the Q-200 in this year's prestigious Oshkosh 500, also known as the Lowers-Baker-Falck competition. This race is actually three races in one. The Lowers competition is a speed race for 500 miles. The Baker competition is a speed/efficiency race where credit is given for the unused fuel. The Falck competition is for the fastest single lap. The Oshkosh 500 race is flown at low level (about 500 AGL) so there are no variables such as climbs, descents, or different winds to contend with. This makes for a good comparison

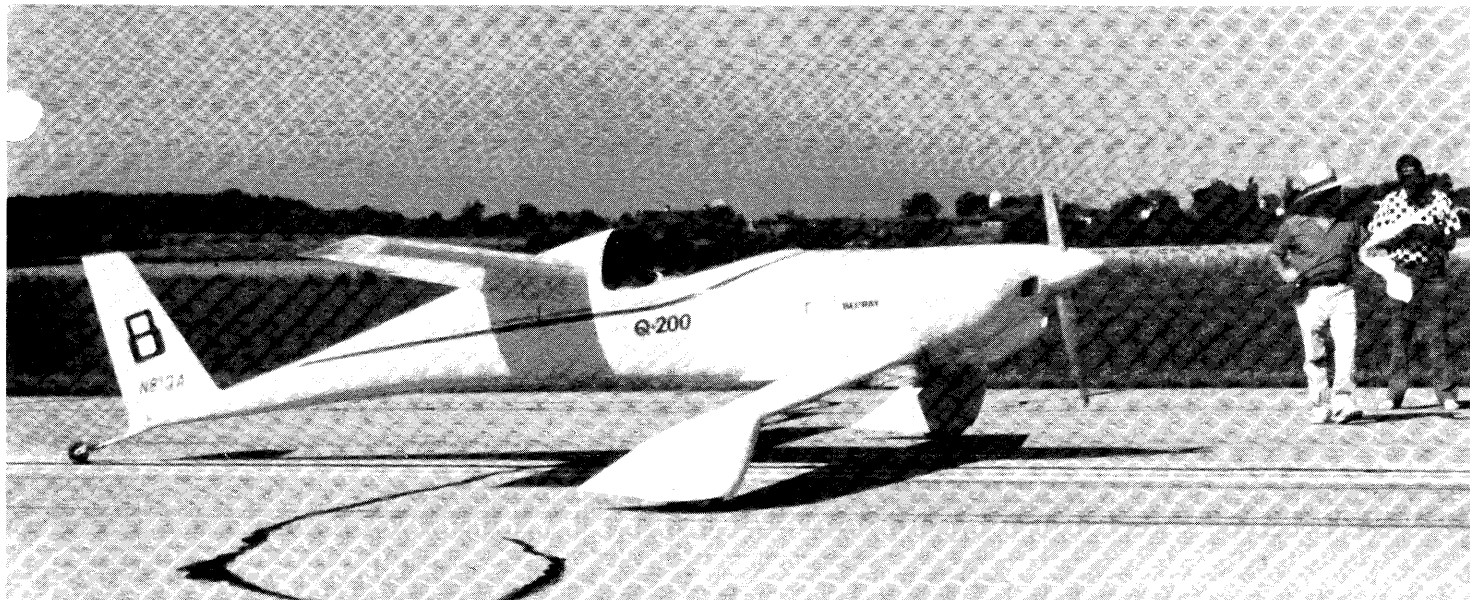
between various aircraft.

Our strategy was to do our best in the Baker competition. No special preparation was done to N81QA for the race, we flew with the same propellor that generated our performance data. In the Baker competition we placed 3rd, beaten only by two race airplanes. The Q-200 placed 8th in the Lowers and Falck competitions. Our raw scores are as follows: we flew 177.81 mph, we burned 108.3 lbs of fuel (18.05 Gals.), we brought back 35.7 lbs of fuel plus the required reserve.

Some interesting facts: No two-place aircraft burned less fuel than the Q-200, no aircraft brought back more fuel than the Q-200. The Q-200 was the lowest horsepower two-place aircraft in the race.

Official results were:

Lowers
177.81 mph
Baker
213.51 mph
Falck
182.34 mph on lap #6



Those of you who read Rutan Aircraft's last newsletter, cp #37 may have noticed some comments about our preparation for the CAFE 400 race. These statements — special propellers, dyno tuned engine, etc. — are false. QAC did no special preparation for the CAFE race as we were too busy working on the new canard program and the Citroen powered Quickie program. RAF did not enter the Oshkosh 500 this

year but in previous years Dick Rutan has flown the prototype Varienze, N4EZ (1978), the prototype Longeze, N79RA (1979-1980), and his own modified Longeze, N169SH (1981-1982). The results are summarized in the following table.

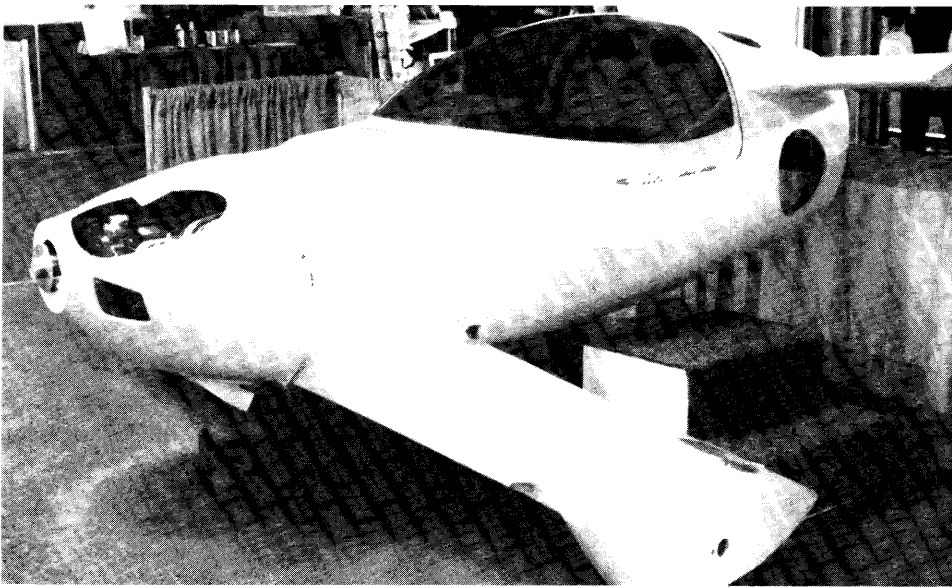
The results speak for themselves. No aircraft entered by Rutan Aircraft Factory has ever flown as fast as the Q-200 did this year. Every aircraft entered by Rutan

Aircraft Factory and flown two-place has burned more fuel than the Q-200.

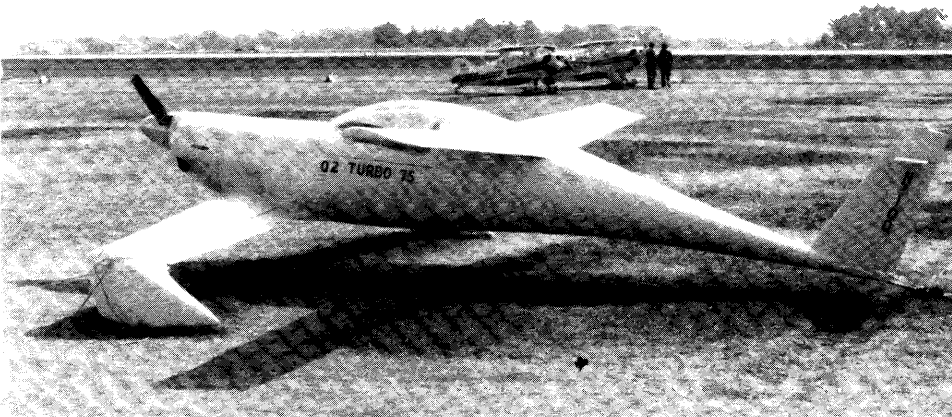
One stock Lycoming powered (125 hp) Varienze finished the race this year. It is owned and piloted by Ken Swain and has participated in several previous events. Ken stated that his freshly repainted craft was 6 mph faster this year. Ken's EZ's performance was documented in RAF's Newsletter (cp #27) and was described as "Super-Performing." Ken's performances this year are as follows; speed — 173.01, fuel burned — 106.0 lbs. Our stock Q-200 easily beat this "Super-Performing" EZ in spite of the fact that the EZ flew single-place, while we flew two-place on 25 less horsepower.

For complete details on the Oshkosh 500 see November 1983 "Sport Aviation."

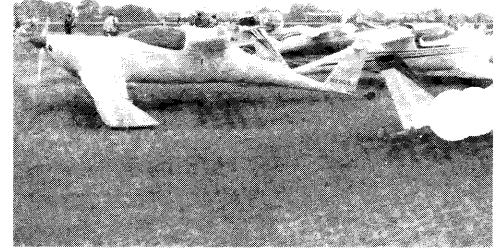
YEAR	AIRCRAFT	SPEED	FUEL BURNED
1978	N4EZ	162.51	102 (flown single place)
1979	N79RA	168.01	124.9
1980	N79RA	168.47	122.8 (disqualified)
1981	N169SH	174.757	122.2
1982	N169SH	173.69	117



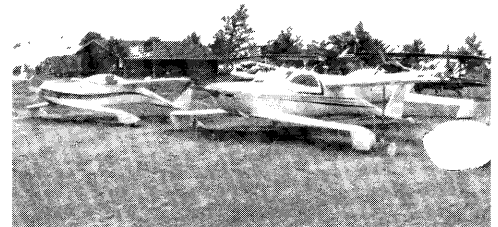
Q2 mock-up in our booth. It was the most sat in aircraft at the convention, with long lines forming all day.



Turbo Q2 at Oshkosh.



Early morning views of Oshkosh before the crowds appeared.



OSHKOSH '83

Oshkosh, by all reports, was bigger than ever this year. Our Q2/Q-200 Seminar on Monday was standing room only. The Quickie Seminar attendance was less but very enthusiastic. We will attempt to have all our seminars, and the Builder's Banquet earlier in the week next year so that everyone can attend who wants to. Many people we talked to had to leave by the middle of the week and missed some functions.

Q2'S AND QUICKIES WERE WELL REPRESENTED THIS YEAR.

QAC awarded cash prizes of \$100 to the best Quickie and Q2. Doug Swanningson's beautiful American flag decorated craft was judged the best Quickie. Doug flew in from Florida through some thunderstorm activity that was so severe, it peeled a layer of clear paint off both wing and canard. Duane and Scott Swing received the best Q2 award for their gorgeously done ship.

Next year QAC has decided to present awards for every Quickie, Q2, and Q-200, in addition to the usual awards. Everyone interested in aviation should go to Oshkosh at least once.

Q2/Q-200 NEWS

Q2 TURBO

Testing on Revmaster's Q2 has been very extensive over the last few months including installation of the Turbo-charged engine. This engine is rated at 75 hp at sea level and can maintain rated power to about 12,000 feet. Problems developed that required changes in valve seat material, valve material, and valve guides. Revmaster believes that these problems have all been resolved and we expect to approve the engine very shortly. The Turbo engine will require the new Maloof adjustable pitch prop which has performed flawlessly.

Performance is very impressive. The Q2 Turbo will outperform the Mooney 231 at 10-12,000 feet. A complete spec sheet is being prepared and will be available when the installation is approved. Anyone interested in this conversion should stay in contact with QAC or Revmaster for details. When approved, QAC will offer a credit for Package #2 components to those builders converting similar to what is done for the Q-200 Retro Package.

NEW CANARD:

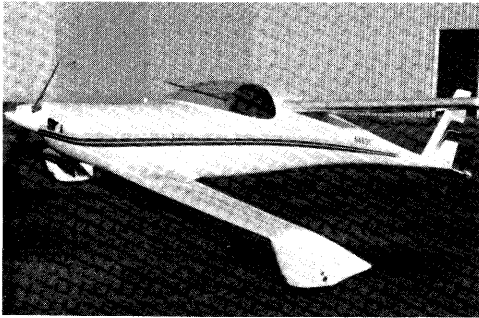
Backlog on deliveries of spars and related hardware for the new canard is about 40 days and decreasing. We lost about 4 weeks of production due to a quality control problem with one of the material suppliers. The final set of plans have been sent to all who have ordered (about 250). If you have *not* received these plans, call immediately. Remember these plans are intended to be used with the original Q2 plans for elevators and other details.

PRICE INCREASE:

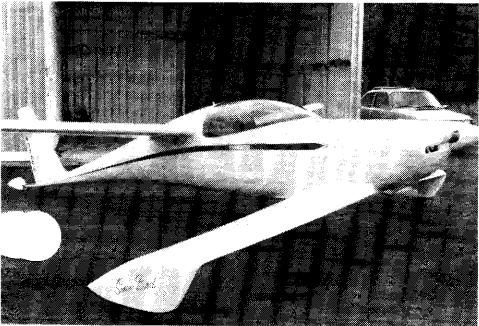
When QAC introduced the new canard, we made it available at our cost. Now we have found that we have not been recovering our costs for load testing, boxes, packaging, and freight to QAC. QAC will honor any orders for the new canard received by December 10, 1983 at the old price of \$600.00. After that date the price will be \$720.00.



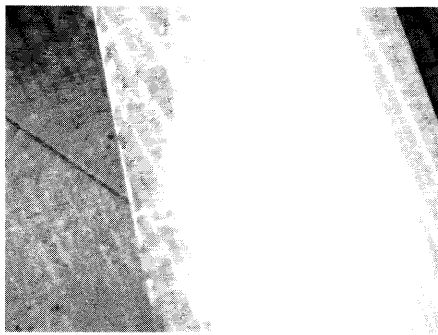
Johnson family (Quickie Aircraft of Europe)



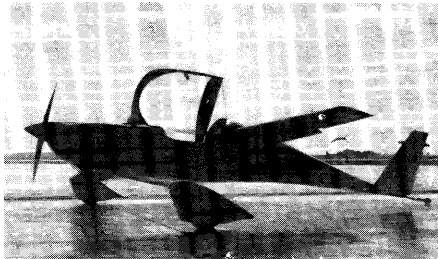
Charles Belshe's beautiful Q2. Too bad we can't show you in color.



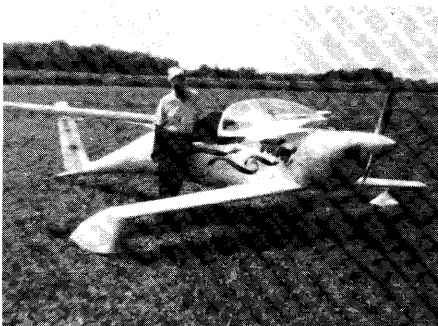
Don London's Q2 "Snow Bird."



Don't try this on your GU airfoil! On a recent test of the new canard, we applied Elmer's glue mixed with cotton floss and food coloring so it would show up on film. It's .050-.070 thick and had no significant effect on flying characteristics.



Fred and Belle Baron recently flew their Q2 7,000 miles in 40 hours and on 170 gallons of fuel!



Marvin Getten with his version of the forward mounted canopy.

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:

NEW

\$125.00 Forward Hinge Canopy

NEW

225.00	Cabin ventilation/ Heat package
80.00	Parking Brake option for the hydraulic disc brakes.
\$350.00	Custom Upholstery Set in Blue.
175.00	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.)

NEW

135.00 Pitch Control parts for
old canard

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

"AIR PROGRESS" ARTICLE:

Peter Lert, senior editor of "Air Progress" magazine came out to Mojave recently to fly the Q-200. Peter, you will remember did the stall/spin testing on the new canard. An upcoming issue will feature his Pilot's report. Peter was talking to Burt Rutan who challenged us to a race. Peter flew the Q-200 against RAF's Mike Melville in his 125 hp Longeze, reputed to be the fastest *stock* Longeze around. Peter had a total of 30 minutes in the Q-200 and had some difficulty in leaning for best mixture. In spite of this, Peter reported a 7-10 knot edge over Melville at 10,000 ft.

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 help 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.

Quart kits are \$95.00.

CONTINENTAL ENGINES WHERE DO I FIND THEM?

One source is Trade-a-Plane, Crossville, TN 38555. This is aviation's biggest classified advertising source. It's published three times a month. In the 3rd October, 1983 issue we found nine O-200's, two C-90's, and eight C-85's listed for sale.

Another interesting approach several builder's are using is to buy Cessna 150's, fly them while building, then use the engine for their Q-200 project and sell the airframe for parts.

CABIN VENTILATION/HEATING PACKAGE

This package is now available. It includes two NACA ducts, two eyeball vents, stainless steel cabin heat muff to mount your exhaust, cabin heat box, associated hoses, and hardware. Price: \$225.00.

NEW PITCH CONTROL SYSTEM FOR THE OLD CANARD

This new system is standard on the new canard and consists of two push pull tubes going forward from the stick to two QCSA8's instead of one. It eliminates any slop and allows adjustment of the elevators. Price: \$135.00.

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.

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 RETRO PACKAGE

This package includes the components required to convert from a Q2 Package 2 to a Q-200 Package 2. It consists of: Continental mounting hardware, spinner kit, carb heat transfer valve, 5" propeller extension, prop washer, cowling, oil separator (a must), stainless steel carb heat muff, patented AR exhaust system, fiberglass inlet air and carburetor adapter pieces, elevator and aileron counterbalance arms, engine mounts, fuel pump, sheet metal baffling kit, liquid firewall, and appropriate hardware.

QAC is continuing our credit policy for returned Q2 components. See NL #20 or contact QAC for details.

Q-200 — ENGINE COMPATIBILITY

The Q-200 Retro Package or Package 2 can be used with no changes for installing Continental 0-200s or C-90s. Continental C-85's with flange type crankshafts require different mounting hardware. C-85's with taper type crankshafts also require a different prop extension. QAC has made provisions for each of these.

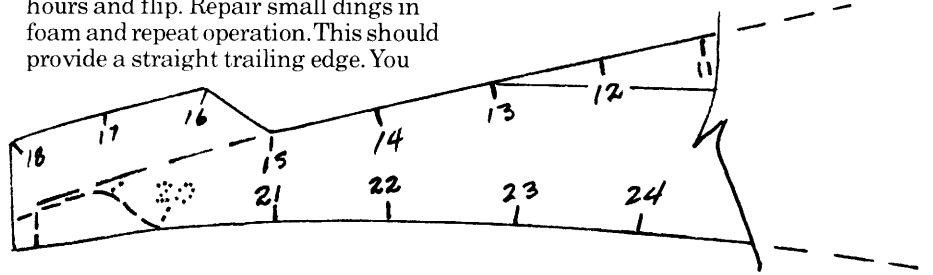
Q-200 ENGINE INSTALLATION PLANS AVAILABLE:

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

1. Torque specs for the azusa wheel have been established at 5-8 ft. lbs.
2. Elevators, LS-1 Canard.

When glassing elevators, if a good flat surface is available, use small dabs of 5 min. about the size of pin-head every 6-8" (cores weighted down of course) to hold bare foam in position and true for prep. and first lay-up. (Let trim off foam lap off table.) Cure 24 hours and flip. Repair small dings in foam and repeat operation. This should provide a straight trailing edge. You



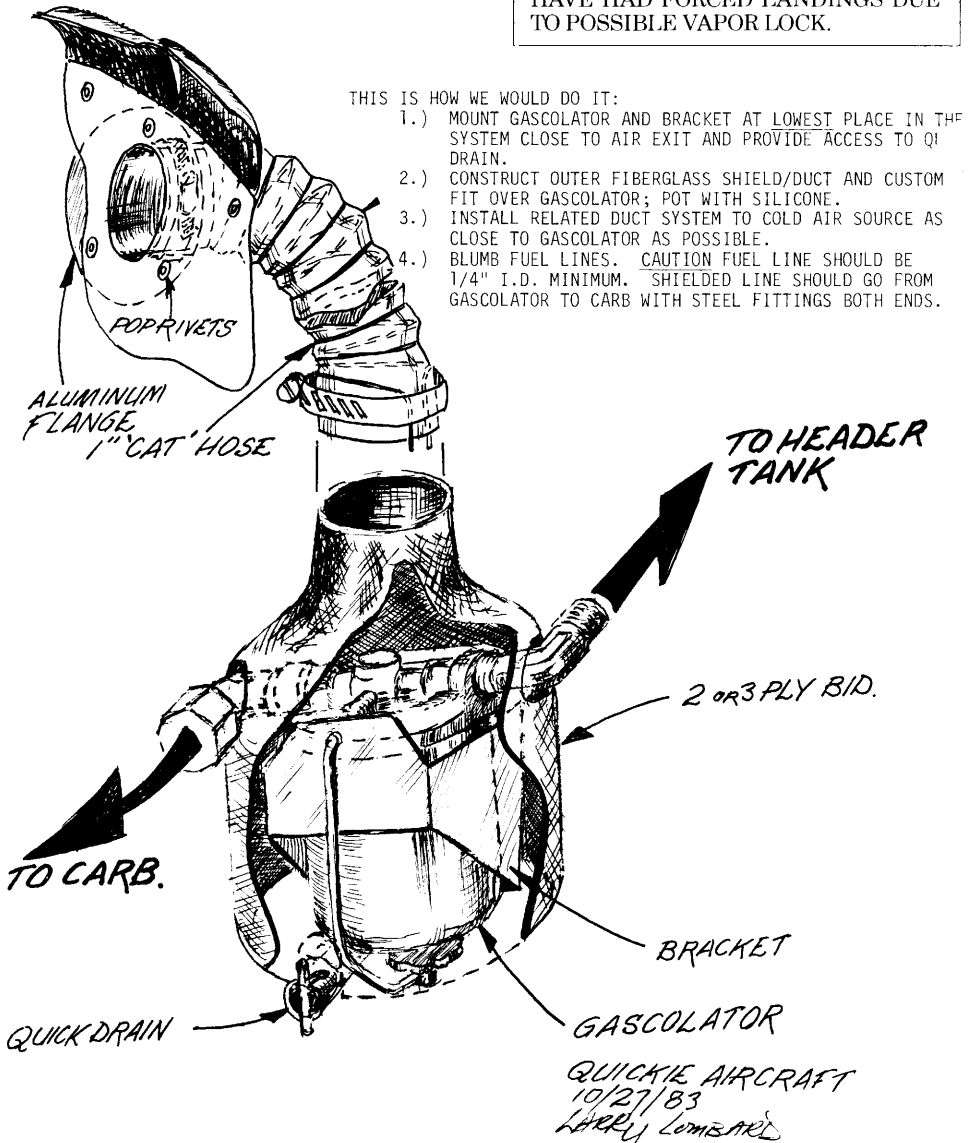
Cut this portion out to allow glass-to-glass lay-up and peel ply during prep. Trailing edge thickness *must* be maintained on this airfoil (about 1/4" INB'D. and 5/32" OUTB'D).

Fill void after lay-ups with dry micro.

3. Gascolator.

When using Gascolator, a shield with positive cool air ducting is necessary — also, one diameter line size up fuel line is needed from header tank to carburetor and preferably, fire shielded from firewall to carb.

CAUTION:
 WE HAVE NOT TRIED THIS SYSTEM. ... WE ARE USING THE LIGHTER WEIGHT STOCK SYSTEM WE SELL WITH NO TROUBLE. HOWEVER, SOME OF YOU HAVE CHANGED TO THE GASCOLATOR AND WE KNOW OF AT LEAST 2 WHO HAVE HAD FORCED LANDINGS DUE TO POSSIBLE VAPOR LOCK.



4. Elevator Installation.

A few have had installation problems with elevators at B. L. 15. This can be solved one of several ways:

A. When trimming excess foam from elevators to fit 72" tube, the INB'D core can trim at B. L. 17 and OUTB'D at B. L. 89, effectively increasing the gap at B. L. 15 slot core.

B. Slot core can be trimmed slightly FWD of trim line tapering outboard to allow deflection clearance.

C. With burn down allowance and builder variation no change may be necessary to slot cores.

5. Drooped Wing Tips — High Lift Devices.

Many of you want to be creative when building an airplane — sort of interject yourself into the project. Unfortunately, the parameters of the Quickie Design do not allow for much induced creativity; the design is a *very* low drag with little room for clean-up. Most add-on details only create more drag and weight. One area left to the builder's discretion is the wing tip design, and we must take a look at that. Many of you have seen swoopy tips that turn up or down. Some are aesthetically pleasing and can even create more lift, particularly at high angles of attack and riding ground effect thru tip vortex modification. On a standard craft, that doesn't impose a problem, but on a tandem wing, where landing qualities depend on an interaction between both lifting devices, harmony can be disrupted. Creating more lift on the AFT wing has a similar effect as adding more wing area.

Our prototype has been modified several times to include wing extensions, reductions, etc. to find an optimum balance of lift for landing convenience within the flight envelope. If the AFT wing is allowed to fly an increased % longer than design parameters, a wheelbarrow effect might take place making the tail stay up longer than it should particularly at forward C. G. The most desirable landing configuration of this craft is a 3 point where positive tail wheel contact allows immediate ground directional control. So please, no add-on lift devices on the AFT wing — just aesthetically blended tips.

6. Rev Flo Fitting.

Conferring with Joe at Revmaster, they have a weatherhead o4E-664 90° fitting that they will modify for a push-on retro fit for the Rev-flo carb fuel line at \$2.75. They also have a limited supply of braided hose with fittings that would require a bulkhead fitting to adapt at a reasonable price.

7. To route your rudder cables, first, run two long strings from rudder AFT, picking least deflections possible, yet clearing all controls. Then drill holes thru bulkheads and flox nylaflo tubes in place for anti-chafing and minor deflections. Finally, install rudder cables.

8. When installing copper foil antennas, I like to apply them over the glassed surface, then apply a 1 or 2 oz. glass cloth (usually available at model airplane shops) closeout over foil extending about 1" all-around. If a depression is needed for ferrite beads, level with micro and closeout with BID.

9. Large Tire Option for LS-1 Mod. — we are working on drawing.

10. Aircraft Finish Mode Overview.

There are several techniques that can be employed to improve finish success ratio. First, in the building process, careful sanding of core transitions, fairings, etc., will demand less heavy fillers to create a smooth finish. Second, high quality finish products and careful sanding will insure greatest adhesion.

The approach I use is as follows:

1. Carefully sand entire airframe with 36-40 grit, finger sanding all depressions. (Sand entire surface dull.)
2. Map all heavy depressions, transitions, with felt tip VIA — line or circle.

3. Fill all depressions with dry micro (overfill so one application will suffice), let cure, sand 36-40 grit VIA spline board.

4. Brush, or spray weave filler (I use Sterling or Eliminator by Morton Paint Co. rather than featherfill). A better approach might be to squeegee on first layer to reduce pin hole problems.

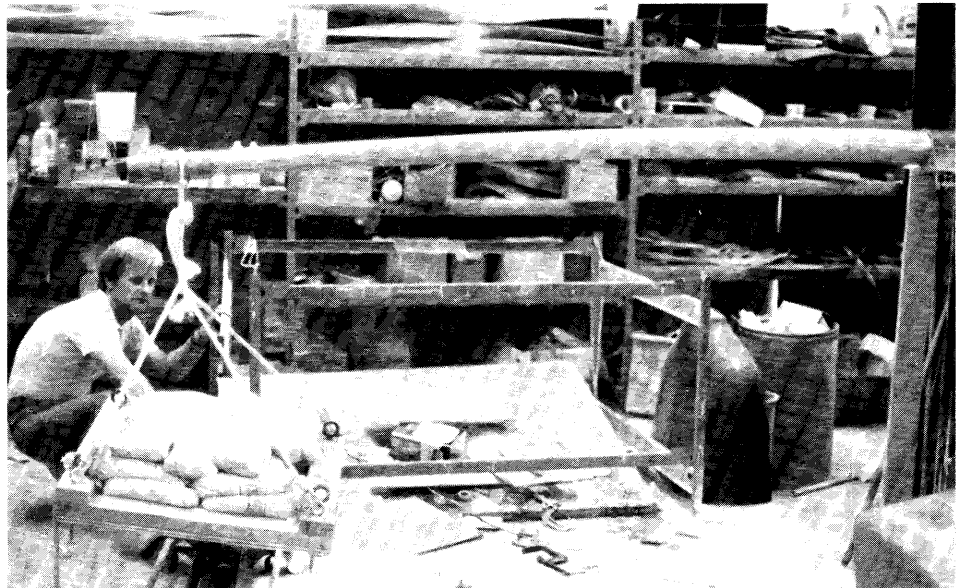
5. Spline surface smooth using methods in finish mode section.

6. Prime (pressure pot works nice) and fill pin holes, imperfections with *high quality* spot putty. Re-priming any surface cutting thru to bare glass. Wet sand for final finish. (We use Du Pont 100-S.)

7. Paint!

Sounds simple enough!

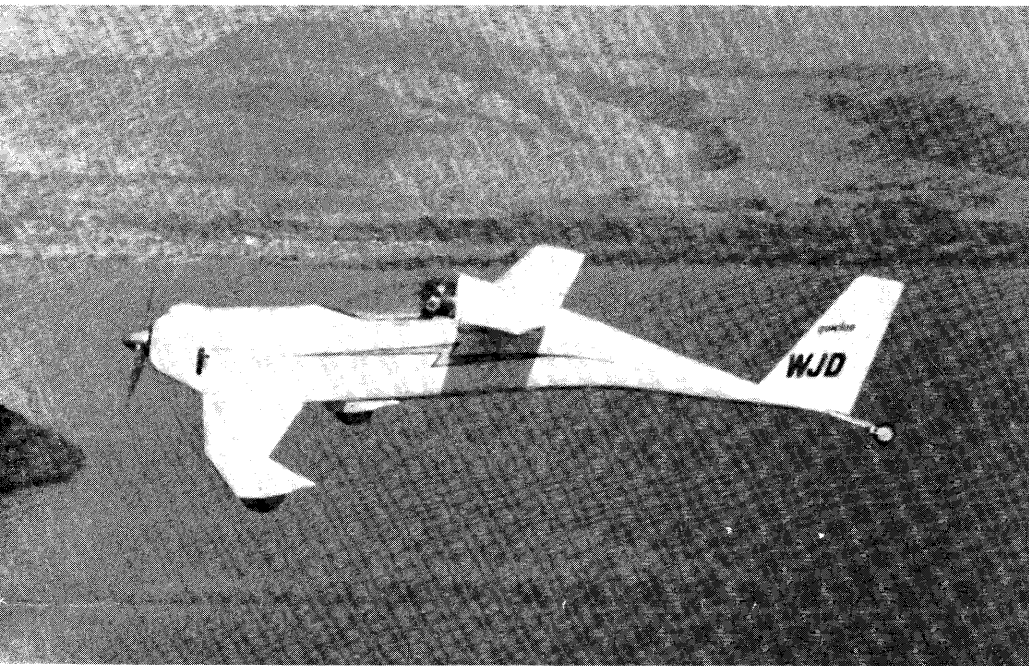
Finish is labor intensive. If you haven't painted anything before, take it to a professional. You've spent a *lot* of time and labor, might as well have a super finish too.



Ron Lundgren operating the hydraulic lift and load-testing a carbon fiber spar. Each and every spar must pass this test.



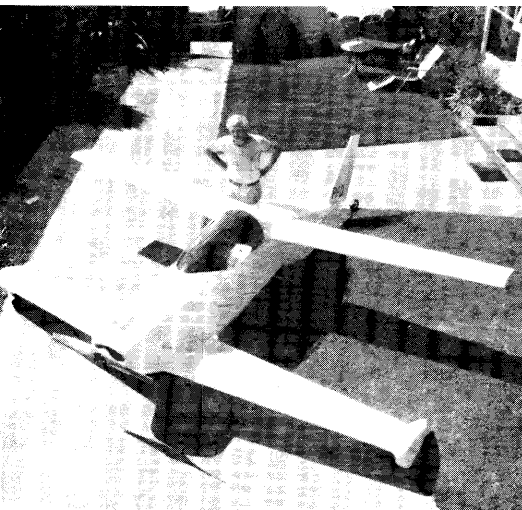
The new canard being load-tested.



Warren Denholm — New Zealand



German Quickie



P.F. Dyer — New Zealand

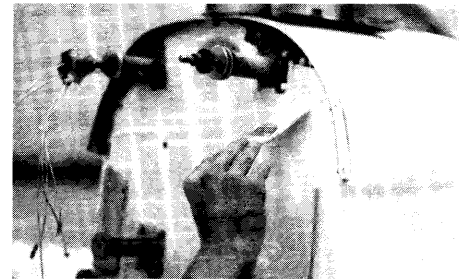
QUICKIE NEW CANARD:

Carbon fiber spars similar to the Q2/Q-200's have been fabricated for the Quickie. As our prototype, N77Q, has been tied up with engine testing, one of our dealers has agreed to construct and test a canard for his Quickie.

Recent data obtained from NASA makes us very confident that we will see some improvement in stall speed and complete elimination of trim changes due to rain or other leading edge contamination.

PINT SIZE LIQUID FIREWALL:

Liquid firewall is now available in pint kits for Quickie Builders. Price: \$53.00.



Applying "Liquid Firewall" to our prototype Quickie.

QUICKIE KIT PRICES

QAC knows of at least 150 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.

QUICKIE NEWS

Citroen Engine Testing is continuing at a slow pace. A number of changes have been made in the ignition system, camshaft and manifold. Recent dyno tests show we were flying with about 26 hp instead of 31 as we had originally thought. This was due to a change made in the intake manifold to simplify the cowling installation. Another configuration has been fabricated and dynoed and we should be flying again shortly.

Throughout our testing we have been impressed with this engine. It is smooth, powerful and we hope, reliable. It has potential for turbocharging and Revmaster has fabricated it with provisions for an oil controlled propeller.

GENERAL

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.

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 con-

structing the aircraft. This allows the prospective builder to hone his skills and determine his level of enthusiasm prior to committing several thousand dollars for the purchase of a kit. The booklet is available separately for \$14.50.

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

QUICKIE 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, Q2s or Q-200s 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
P.O. Box 1551
Carlsbad, CA 92008
714/951-3681

NOR-CAL QUICKIE AIRCRAFT
P.O. Box 275
San Lorenzo, CA 94580
415/276-8102

COLORADO

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

FLORIDA

SOUTHEAST QUICKIE, INC.
8181 NW 66 Terrace
Tamarac, FL 33319
305/721-9265

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
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The hangar number is 68.

We are normally open from 9 to 5 on Tuesday
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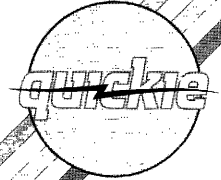
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