

# quickie

NO. 24

QUICKIE NEWSLETTER

SUMMER 1984

## CAFE 400

QAC entered this year's CAFE 400 efficiency race with both the Q-200 prototype and with Scott Swing's homebuilt Q2. QAC carefully prepared the Q-200 for both the CAFE and Oshkosh races this year. Among changes incorporated:

1. A more sensitive vernier mixture control (biggest single improvement).
2. A good quality Alcor EGT gauge.
3. Smaller brakes and tires which allowed smaller wheel pants (worth about 3 mph).
4. Changes in our cooling system which allowed smaller inlets.
5. A top overhaul in which we changed pistons and rings including closing ring gaps to the minimum to reduce blowby and compression losses.

## THE RESULTS

Experimental, two seat class.

Q-200 2nd Overall	Q2 3rd Overall
Score—2,651,666	Score—2,424,598
Speed—173.5 MPH	Speed—147.9 MPH
M.P.G.—38.2	M.P.G.—40.99
Payload—400 lbs.	Payload—400 lbs.

Some interesting facts:

Both the Q2 and the Q-200 exceeded the highest scores of any two seat aircraft on the homebuilt market today. Scott's Q2 almost exactly duplicated N81QA's score in the inaugural CAFE 250 race in 1981. So much for those people who said the scales were off in 1981.

In the 4 year history of the CAFE races no aircraft has ever gone as fast as the Q-200 on less fuel. In fact the Q-200 even went faster than the 160 H.P. Glasair retractable this year. In our practice runs prior to the race we made one run at 190 MPH+ in which we scored about 200,000 points less. We made a second practice run at 180 MPH+ in which we scored about 100,000 points less. If we had flown or 8 MPH slower we may have improved our score further.

The September or October issue of *Sport Aviation* will report all the details of the race.

## OSHKOSH 500

For the second year QAC entered the Oshkosh 500 or LBF Race. This year QAC entered the Q-200 and Scott Swing's 75 HP Q2.

This race has proven to be very hard on airplanes and this year proved to be no exception. Of the 18 entries, only 8 finished and qualified. Four aircraft including Scott's, had engine problems. Three aircraft used too much fuel. Three aircraft were too slow to qualify.

Conditions for this year's race were not ideal. We encountered strong winds and heavy turbulence. This probably accounts for some of the non-finishers. In our own case extensive pre-race testing indicated that our power setting for the race (about 2500 RPM) should have resulted in about 202 MPH. However, this would be without any allowance for losses in the turns and minor navigational errors. Some of the other finishers estimated that the adverse conditions cost them 10 MPH. Our guess would be closer to 8 MPH. In any event everyone flew in the same air and we are not complaining. The Q-200, N81QA, did even better this year than last in spite of the poor conditions on the course.

In the Lowers competition the Q-200 finished 6th with a speed of 189.31 MPH, 11.5 MPH faster than last year.

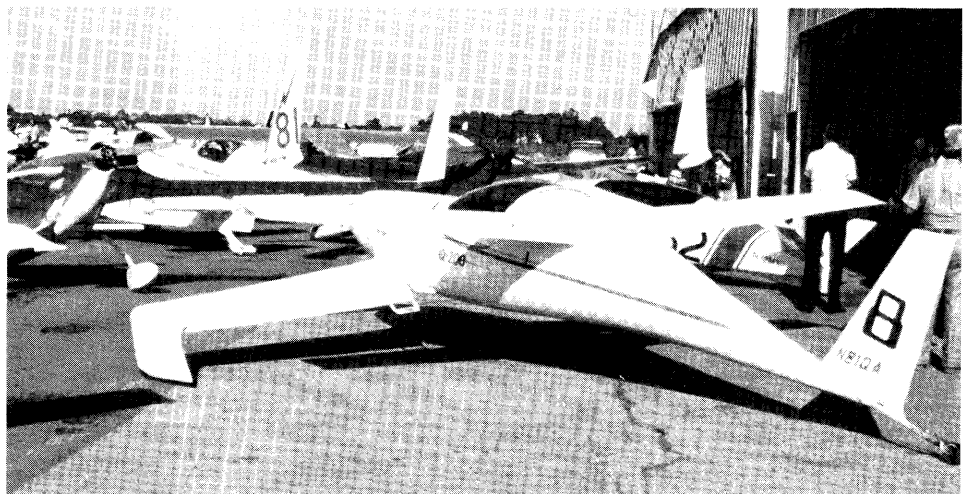
In the Falk competition (fastest single lap) we were 7th with a speed of 190.24 MPH, 7.9 MPH faster than last year.

In the Baker competition which adds your unburned fuel to your speed we flew 189.31 MPH and we burned 93.5 lbs. or about 15.5 gals. We were allowed to burn 144 lbs. The Q-200 finished 3rd, at 189.31 MPH plus 50.5 lbs. of fuel for a corrected speed of 239.81 MPH which is a 26.3 MPH improvement over last year. Since the course is 500 miles long this means that the Q-200 averaged 32.2 MPG flying at only 500 ACI!

The Q-200 won the Mead-Matthias Award for having the greatest *increase* in the Baker competition over the previous best Baker score. We not only had the best improvement this year, we had the best improvement in the history of the competition.

Some other interesting observations: No 2-passenger aircraft has ever used less fuel than the Q-200. In fact even the Formula 1 racers used more fuel this year. The Q-200 is the only aircraft that has proven to be competitive in both the CAFE 400 and Oshkosh 500 races. Using the CAFE formula (MPH × MPG × Payload) the Q-200 would have finished 1st by 1% over the AJ-2 which was designed to win (and does) the Oshkosh 500.

Look for a complete report in the October or November issue of *Sport Aviation*.



# Q2/Q-200 TURBO 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:

\$4700.00	Package 1A
3500.00	Package 1B
2050.00	Package 2
3395.00	Package 3

A builder electing to purchase Package 1A and Package 1B and Package 2 together will save \$1,000.00 at the \$9,250.00 combined price. The price for a complete kit purchased in the most economical manner is \$12,645.00 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.
650.00	(Exchange) Extra H.P. Cylinder Heads

Further options available include:

\$125.00	Forward Hinge Canopy
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.
720.00	Carbon Fiber Spar Kit. (Standard on all new kits.)
135.00	Pitch Control parts for old canard

## 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:

\$4700.00	Package 1A
3500.00	Package 1B
2900.00	Package 2

A builder electing to purchase the complete Q-200 kit all at one time will save \$1,000.00 with a \$10,100.00 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.

# NEW DEVELOPMENTS AT QAC

## BELLY BOARD — Q2/Q-200

The belly board is intended to be used for increased drag in the approach and landing phase.

The board is sized to provide increased drag and better over-the-nose visibility during approach while not preventing a go-around with the board deployed. Obviously, if the board is retracted after initiating a go-around, climb performance will increase.

The board is positioned on the fuselage so that very little trim change will be noticed when deploying or retracting.

The board has been found not to affect stall characteristics on our prototype N81QA. This is because it adds only drag and not lift. Also, it is sized and positioned so as not to blank the vertical fin or rudder.

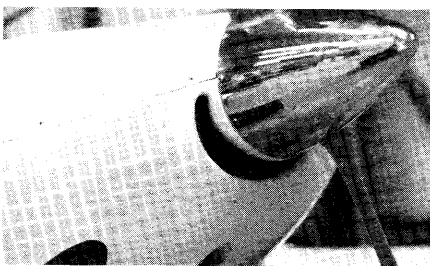
The drag of the board has about the same effect on landing as a 10-15 mph headwind. It also allows a 5-10 mph faster approach for improved visibility.

### Operation:

Deployment. We recommend that the board be deployed at a maximum speed of 110 knots (126 mph). After deployment, a maximum speed of 130 knots (150 mph)

should be observed. Below 110 knots opening and closing forces will be small enough that operation will be very easy and quick. With experience you should find that even on short final, instant descent control and speed control will be available.

An introductory price of \$175.00 is being offered thru November 15, 1984. After that date the price will be \$205.00. We are considering making this option standard in the near future. This option consists of a carbon-fiberglass sandwich board, operation handle, and associated hardware and drawings.



### "SMILE INLET"

Testing on the new cooling air inlet for Q2s (Revmaster engine) is now complete and the drawings are ready. They will be included with any new orders.

If you wish to incorporate this change on your aircraft please send \$10.00 to cover the cost of development, printing, postage, and handling.

## VORTEX GENERATORS

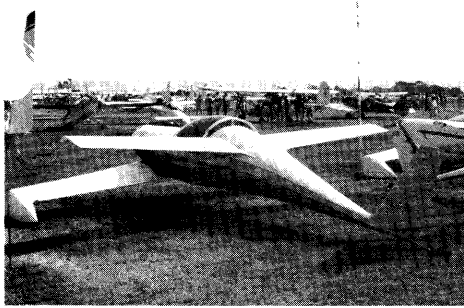
As mentioned in Newsletter #23 QAC has developed vortex generators to help alleviate the trim change due to rain and bugs on the GU airfoil. Testing is now complete on the Q2.

The results show the following:

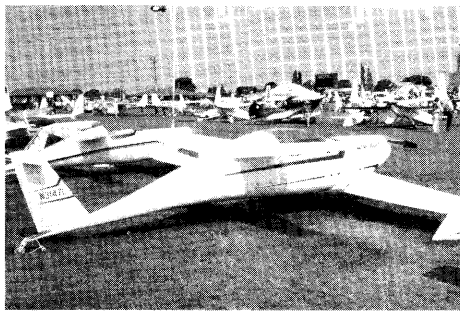
1. Greatly reduced trim change. Only about 2° of elevator travel upon entering moderate rain.
2. Slightly lower stall speed especially if your canard surface is not as smooth as it should be.
3. Slightly shorter takeoff distances.
4. You will lose about 3 mph off your top speed (nobody gets a free lunch) but on a typical cross country trip, if you encounter bugs, your average speed will be higher. As an example, Scott Swing in practicing for the Oshkosh 500 race, tried one lap without the generators. He found that after the first leg (about 28 miles) he had accumulated enough bugs that he had lost the speed advantage that flying without the generators had given. In fact his lap time (78 miles total) was actually slower than his time with the generators installed.

Plans for installation and some white sheet plastic to fabricate the generators are available now for a nominal charge of \$15.00.

# OSHKOSH 1984



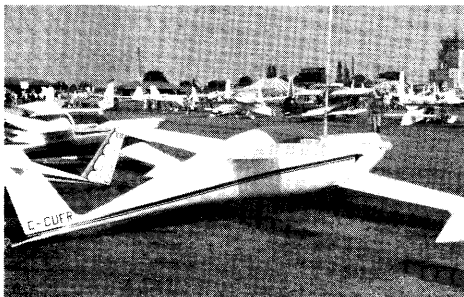
Bob McFarland



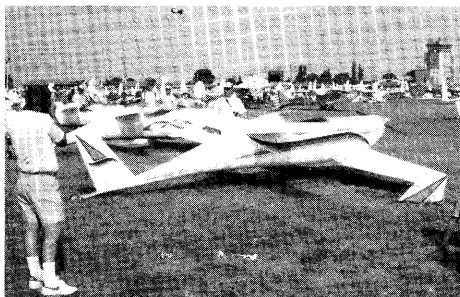
Don Samuels



Richard Adams



Arnold Forest



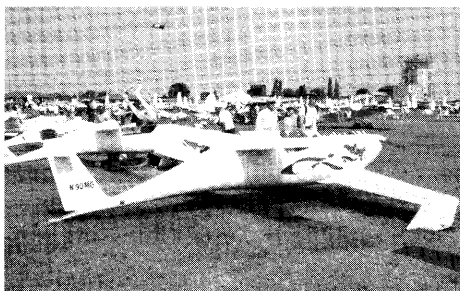
Darrel Aleson



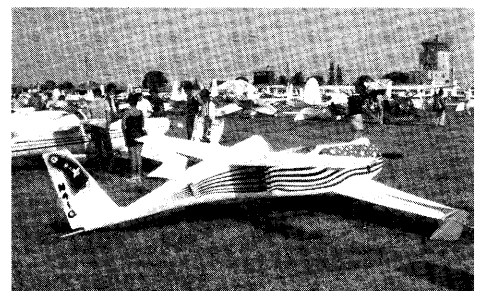
Eric Shilling



Scott Swing



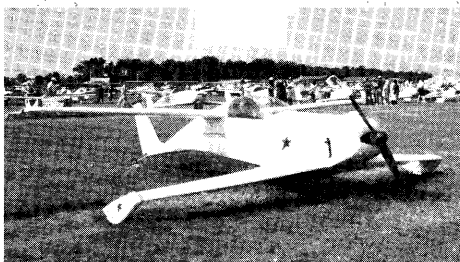
Marvin Getten



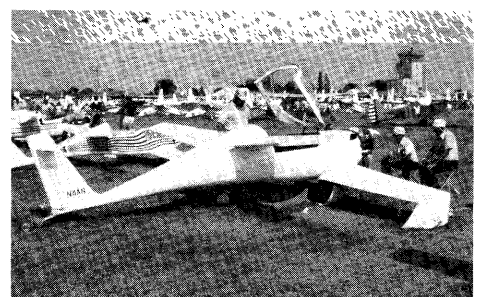
Doug Swanningson



Jerry Cauthern



Who's Quickie is this? We need your name and address so we can send you a gift for attending Oshkosh.



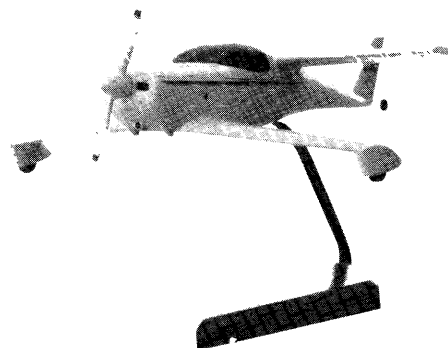
Pete Nuding

Oshkosh is still going strong. The 1984 version of this annual event was even larger than the record crowds of last year and to everyone's delight the weather was perfect.

We had a total of 12 planes in attendance, their names and pictures appear on this page. The seminars were enthusiastic and crowded. And the Builder's Banquet was the largest ever with a crowd in excess of one hundred. Good food and a good time was had by all. The LBF race was successful, a report appears in this issue.

Everyone who flew their Quickie, Q2, Q2 Turbo or Q-200 to Oshkosh will receive a scale model of his aircraft painted to match, including pin stripes and "N" numbers.

Start making your plans for next year!



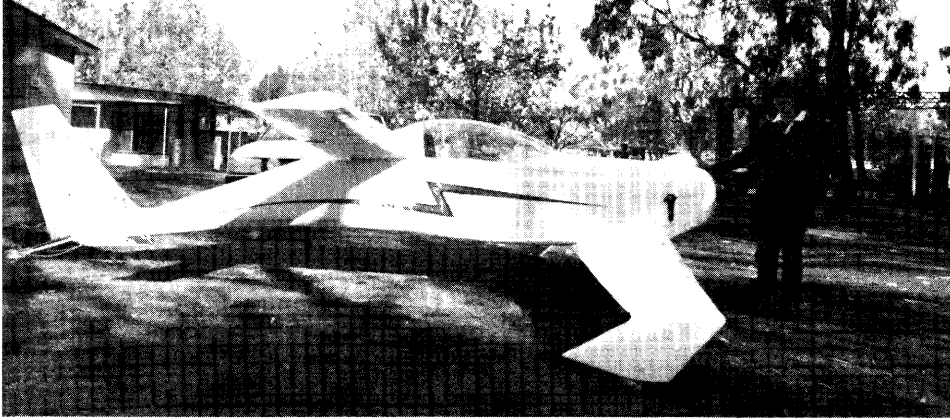
## AIRPLANE MODELS

We are now taking custom orders for Quickie, Q2, and Q-200 airplane models. Price is \$49.95 including stand, plus shipping. When ordering please specify design, and if colored pin striping is desired please specify color.

We are now offering in stock specials on the following for only \$43.00. This will be on a first come first served basis.

- (1) White Q-200
- (2) White Q2s
- (1) White Q2 with Quickie logo on side
- (1) Q-200— Duplicate of our Q-200
- (1) Q2— Duplicate of Scott Swing's airplane

When ordering please address all orders to the attention of Debbie. Please allow 3 weeks for delivery.



John Hedges

## QUICKIE NEWS

Quickie flies with New Canard! Flight testing has begun on the LSI-0417 MOD airfoil canard installed on Lanny Rundel's Quickie. Initial results are very encouraging indicating a possible lower takeoff speed. Much testing remains to be done but we are hoping to have flight testing completed shortly. Assuming that flight testing is successful, some structural changes are planned which will require construction and static load testing of a second canard. Final drawings will be done concurrently.

Tooling built for the Q2 and Q-200 canards was also designed to be used for the Quickie. This means that production of Quickie spars will not be delayed. We estimate the price of the spars and hardware with the planned changes will be \$650.00.

### NEW ENGINE:

QAC will be evaluating a new engine shortly. We cannot release details at this time but we can say that this is a *proven* aircraft design that has been out of production for many years and is now being placed back in production. Horsepower of this engine is in the 40 HP+ range. Weight and size are about the same as the Onan. The biggest drawback of this engine is that it will be at least 9 months before any production quantities are available.

### VORTEX GENERATORS FOR QUICKIES:

In the Q2 News Section you will note that testing on the vortex generators developed for the GU airfoil is completed. Flight testing this modification on the Quickie is scheduled to begin in a few weeks. We have every reason to believe that they will have the same results that were found on the Q2.

Proper sizing and spacing of the generators has been found to be fairly important but not critical for best results. The generators for the Quickie will *not* be the same size nor will the layout be the same. They will be smaller and closer together. Please keep in mind that flight test often holds surprises even for the experts so there is no guarantee that we will be successful.

### 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 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  
619/438-9097

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

#### FLORIDA

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

#### ILLINOIS

Q-CRAFT  
R.R. 1, Box 204  
Eureka, IL 61530  
309/467-4334

#### 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  
Plainwell, MI 49080  
616/685-5238  
616/694-2869

#### MINNESOTA

QUICKIE AIRCRAFT  
MIDWEST, INC.  
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, OH 45103  
513/732-0800

#### OKLAHOMA

QUICKIE SOUTHWEST  
5711 S. Utica  
Tulsa, OK 74105  
918/744-4438

#### 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  
409/336-6991

#### PROFORMANCE AVIATION

15507 Hillcrest, #2004  
Dallas, TX 75248  
214/239-5579

#### UTAH

ROCKY MOUNTAIN QUICKIE  
332 S. Independence Way  
North Salt Lake, UT 84054  
801/295-9681

#### WASHINGTON STATE

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

### DISTRIBUTOR

#### OUTSIDE UNITED STATES

AERO-GARE  
Bldg. 105, Mojave Airport  
Mojave, CA 93501  
805/824-2041



## TURBO KIT PRICES

The final parts for this option should be available in 30-45 days. Prices for the Turbo are as follows:

\$3395.00	Revmaster Engine Base Price
1660.00	Turbo Option (includes oil filter and geared starter)
1420.00	Maloof 2-Position Prop
1700.00	Maloof Constant Speed Prop

Note (1) The 2 position or constant speed prop is *mandatory*.

- (2) We recommend the constant speed over the 2 position for the Turbo.
- (3) There is a 4 month backlog on the prop at this time, so plan ahead.
- (4) The new canard is *mandatory*.
- (5) The cowling for the Turbo or the prop will cost \$275.00.

## QUICKIE, Q2, & Q-200 PLANS

Q2 and Q-200 builders should verify that they have the correct plans and updates.

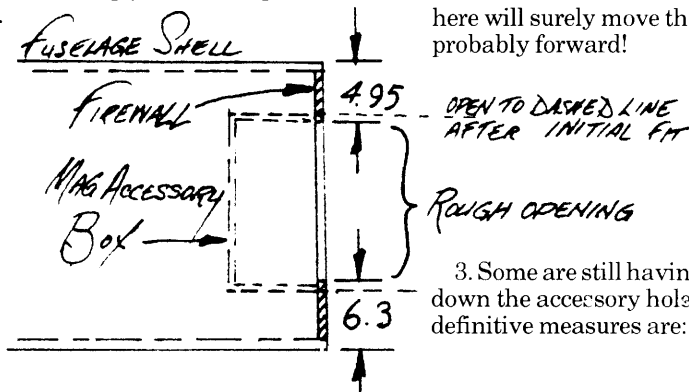
Q2 plans should include the red booklet chapters 1-14 and chapters 15-20, plans changes and builder tips, pictorial plans addendum, appendix sheets 1-6, Quickie newsletters from 22 forward, Q2 pilots manual, new canard plans (1 packet—1 tube).

Q-200 plans should include the red booklet chapters 1-14 and chapters 15-20, plans changes and builder tips, pictorial plans addendum, appendix sheets 1-6, Quickie newsletters from 22 forward, Q-200 pilots manual, new canard plans (1 packet—1 tube), brown booklet (Q-200 engine installation plans) and appendix sheets 1-3.

Quickie builders should also verify that they have Quickie plans changes and builder tips and the flight test guide.

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. Plans Changes notices are numbered as A—QPC—, with the highest number being the most recent tip or change notice.

Please note that all current plans changes and builder tips are put in our newsletters. In order for you to keep updated on all plans changes and builder tips, you must keep your subscription current.



## BEL RAY OIL

Quickie Aircraft is now an authorized dealer for Bel-Ray Aero-1 synthetic aircraft oil. We have used Aero-1 in Onan, Revmaster, and Continental engines with excellent results.

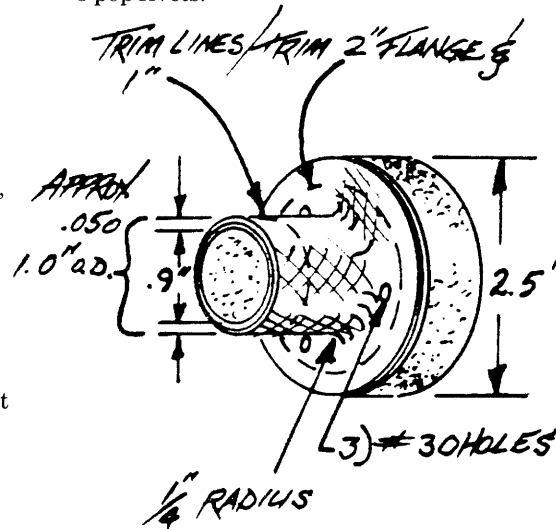
Quickie will keep Aero-1 in stock at all times for our builders who wish to use it.

The price is \$8.85 per quart. If you buy a case (12 quarts) QAC will pay the freight.

## BUILDER TIPS

1. Blast tubes are needed for your magnetos. Magnetos generate heat; their location back of engine in a hole does not get normal cooling air flow circulation. Obtain tubing (about one foot each side), open 1" diameter hole at any convenient location inboard aft upper cylinder. Baffle and install liberal beads of RTV about .1" of tubing protruding forward.

You crafty builders wanting a more sterile appearance might carve a foam scrap about .050 undersize of 1" tube and apply about 4 ply BID at 45° to form a 90° flange to attach on the aft side via 3 pop rivets.



2. There is still an abnormal incidence of Q2 drivers breaking tailsprings. If you persist boinging your aircraft on the ground, you might consider some additional plies on the tailspring. We suggest an additional 2 ply BID wrap. Obviously, these wraps must terminate each short of the other as in leaf spring to avoid a stress line.

A word of caution: Too much strength here will surely move the failure mode: probably forward!

3. Some are still having trouble pinning down the accessory hole location. A few definitive measures are:

Procedures are:

1. Install engine mounts.
2. Cut fire wall to above dimensions.
3. Construct mag box.
4. Trial fit engine to firewall and check for clearances all around for mag box to fit inside.

4. **HOT LINE!** Once again, we share Hot Line duties for our builders (*only building and flying questions please!*) 1:00 p.m. to 4:00 p.m. PST (1300-1600 for you military types) Tuesday through Saturday. Please remember this is *California Time*.

5. We are soliciting information, pictures, etc. of flying Quickies, Q2s and Q-200s. Seems the only time we hear from a builder is about a problem. We'd also like to hear about the good times and often are asked, "how many of them are flying?" We can only guess. Also, many finish their aircraft and let their subscription elapse, so... if you know of a flying Quickie type in your area, EAA chapter, etc., let us know.

## WARNING

At least 3 builders have installed fuel tanks in the area just over the rear wing. In one case we caught it in time and the builder stopped using it.

In the second case the builder noticed a hollow sound when he tapped his rear wing just before a contemplated flight. Upon inspection, he found the foam had dissolved from the wing core and had to build a new rear wing.

In the final case we received a call from an FAA accident inspector. He found a large amount of foam dissolved in the rear wing of a crashed aircraft.

The danger of a pinhole leak is just too great. Do not install a fuel tank in this area.

## MAKING CHANGES

One thing that disturbs us greatly is the casual attitude some builders take towards making changes to their aircraft. The typical builder is simply not qualified to evaluate the consequences of structural, aerodynamic or control system modifications.

At QAC we are aware of four Q2 builders who have made or are making substantial changes. Two of these aircraft have now flown. The result: two fatal accidents both on first flight. In each case we urged the builder not to make these changes but to no avail. We have no reason to believe that the other two will be any more successful than the first two.

QAC's policy on this subject is as follows:

If you are a builder who has made such changes, call your airplane something other than a Quickie, Q2, Q-200 or Q2 Turbo. If you are contemplating making such changes please sell your kit and design your own airplane. If you are thinking of buying a kit and making such changes—don't. We don't want your business.

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

Quickie & Q2/Q-200 Newsletter  
Subscription (1 yr.)\* ..... \$ 6.00  
Quickie Information Package  
(2nd edition)\* ..... \$ 8.00  
Q2/Q-200 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.

### 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 130 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.



### SUBSCRIPTION FORM

QUICKIE AND Q2 NEWSLETTER SUBSCRIPTION — 1 YEAR \$6.00

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CHECK  MONEY ORDER  VISA  MASTERCARD

CARD NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_



Quickie Aircraft Corporation  
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Mojave, CA 93501  
(805) 824-4313

FIRST CLASS MAIL