

Quickie

NO. 25

QUICKIE NEWSLETTER

SUMMER 1985

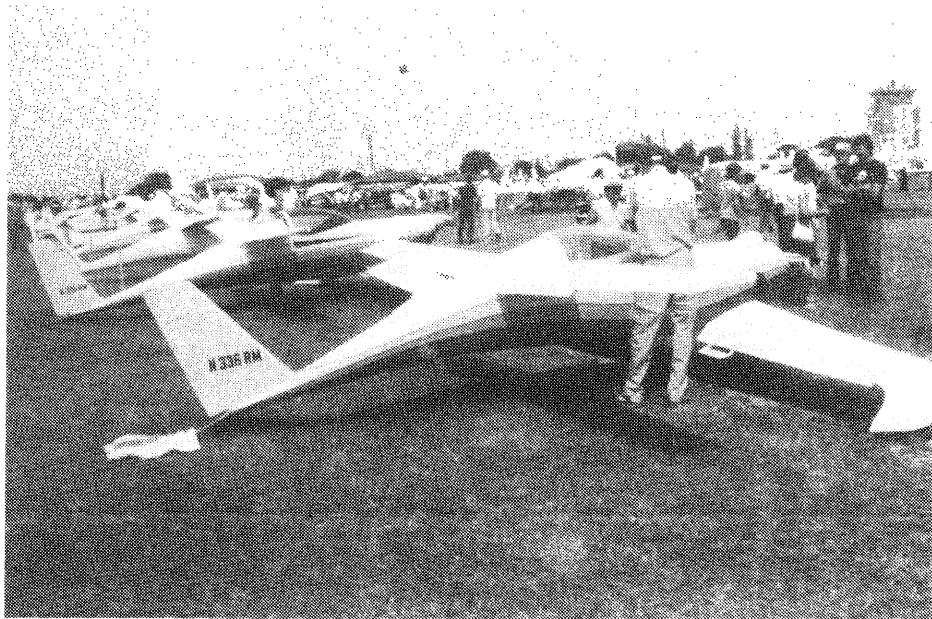
QUICKIE NEWS

QUICKIE NEW CANARD:

The NASA LS1-0417 mod airfoil canard is now approved for the Quickie. Flight tests indicate all of the same benefits found on the Q2/Q200 version. Flights, have been conducted in and out of rain including takeoffs and landings – the results? The same as we see on the Q2/Q200 virtually no effect.

Bob McFarland constructed the second Quickie new canard which incorporated some changes we deemed necessary after flight tests on Lanny Rundel's Quickie. We intended to finish the program with Lanny but unfortunately he was also testing a new engine which developed some problems just as the promoter decided to discontinue it. This left Lanny, us and most importantly you high and dry. As it turned out we did need to make changes in the stiffness structure, as well as the washout and angle of incidence so a second canard was necessary.

Construction of the Quickie new canard is almost identical to the Q2/Q200 version. We use premanufactured carbon fiber spars which are made on the same tooling used for the Q2/Q200. The lamination schedule and diameters are different, being matched for the Quickie's landing gear requirements. We have moved the axels forward a couple of inches which improves ground handling and will permit more weight on the nose when and if a more powerful engine becomes available. Construction of the new canard is much easier and quicker than the old canard, also the finished product should be significantly lighter. Since there are only skin plies and no spar caps with joggles, finishing weight should be less and the work required less.



Bob McFarland's Quickie with the new canard, in the foreground. That's his Q2 just behind.

We are offering the new canard in the same way we did with the Q2/Q200 version. We have prepared an interim set of drawings and instructions. These should be adequate for anyone who has already built substantial parts of his or her aircraft. A final set of drawings are being done and will be sent to all who order as soon as possible.

The spar kit includes everything you need to build the new canard if you have not already built the old one. If you have, you will need more foam, glass, resin and a few control system parts. We have a bill of materials sheet available at no charge – just ask.

Introductory price is \$600.00. We will hold this price for 60 days, after that the price will be \$750.00.

With the introduction of the new canard for the Quickie as well as the approval of vortex generators for the old canard for both the Q2 and Quickie, QAC has now eliminated the problems associated with the GU airfoil canard on all of our aircraft. We are the only company that has done so.

In the case of the Dragonfly, the problem is just denied and ignored by the promoters of the aircraft – talk to their builders.

In the case of the Varieze and Longeze RAF has developed a new canard for the Long which is said to eliminate the trim change with rain which the aircraft supposedly didn't have, however, the stall speed is said to still be higher and nothing has been done for the Varieze or is planned, with RAF getting out of the homebuilt business further development is unlikely.

NEW ENGINE FOR QUICKIES:

Several 2 stroke engines have been touted for the Quickie. One firm had two different Kawasaki conversions available until Kawasaki discovered what was going on and pulled the rug out from under them. All of these conversions are just that – conversions. None were designed for an aircraft duty cycle. The typical two stroke has a narrow power band and develops this power at too high an RPM for good propellor efficiency. In ultralights these engines work because of the narrow speed range required. In an aircraft such as the Quickie it is difficult to make a high revving, narrow power band engine work. One example we looked at is the four cylinder KONIG Radial engine. The aircraft was no faster than a well built stock Quickie and climb was only slightly better, in spite of the claimed 30-35 HP with 35 HP a Quickie will have a top speed of 170 MPH and climb about 1200 ft/min. But wait, you say, what if they have a reduction drive, won't that drop the RPM at the prop?

Yes it will, but it also makes the already narrow power band even narrower. For example, if you have an engine that develops peak power at 8000 RPM and has a 1500 RPM power band, then you attach a 2:1 reduction drive unit. Prop RPM is now 4000 which would permit good efficiency, but the power band is now only 750 RPM wide. What this means is that if you put a prop on that allows the aircraft to fly at it's cruise speed, you won't be able to take off or climb because the engine won't be able to "get on the pipe". On the other hand if you see a prop that climbs well you will run out of RPM very quickly and not be very fast while burning a lot of fuel.

The only real answer is to design an engine for lower RPM and wide power bands. Unfortunately very few two strokes fit the bill.

There is one, however, and that is the Nelson engine. The Nelson is a 45 h.p., 4 cylinder opposed 1000 CC, dual ignition two stroke that is FAA Certified. It has been flight tested on the Quickie By:

Nelson Aircraft Company
3659 Arnold Avenue
Naples, Florida 33942

The Nelson is an old engine which has been out of production for many years, Charlie Rhoades of Nelson Aircraft is negotiating to get the engine back in production. He has all of the tooling such as forge dies, molds, etc. The best thing about the Nelson, other than being FAA certified, is that the weight and size are perfect for the Quickie when it becomes available. Anyone interested should stay in touch with Nelson or with us.

It's interesting to note that only ONAN powered Quickies flew to Oshkosh this year. This is in spite of the fact that two of the companies porporting to have alternate engines are within easy nonstop Quickie range of Oshkosh.



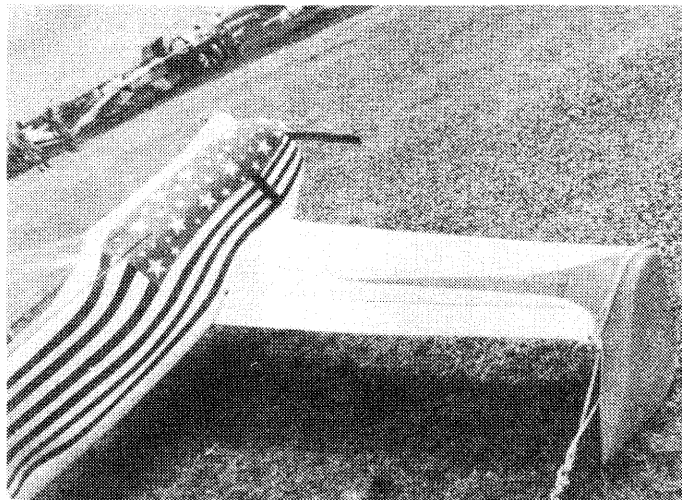
Nelson Powered Quickie.

VORTEX GENERATORS

Vortex Generators work, that's the report that keeps coming in from users. If you have the GU airfoil canard on a Q2 or Quickie you should install a set – it's cheap insurance. The only real drawback is at flyins where "weinies" just can't seem to resist "tweaking" them.

The Quickie version is slightly different from the Q2 generators. In fact we have even revised them again in order to reduce the drag while still maintaining their effectiveness. The size of the generators was not changed, so if you have an early Quickie set and wish to update, we'll send you the new layout drawing.

Price for the Vortex Generators: \$15.00, please specify if for the Q2 or Quickie.



Doug Swanningson #41 at Lakeland's Sun and Fun Flyin. Look close for the vortex generators.

QUICKIE KIT PRICES

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

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

Current prices are \$4,995.00 for Package 1 and \$2,200.00 for Package 2. Note that the complete kit now consists of two packages instead of the original three.

Available options are as follows:

| | |
|----------|---|
| \$175.00 | Large Tire Option. |
| 400.00 | 22.5 h.p. Option including Kevlar engine mount. |
| 225.00 | Kevlar engine mount separate. |
| 125.00 | Custom Upholstery set. |
| 150.00 | 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.) |

OSHKOSH

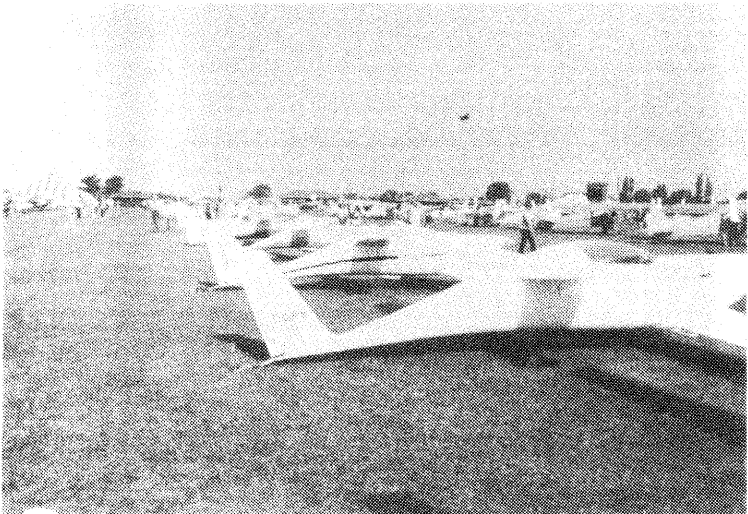
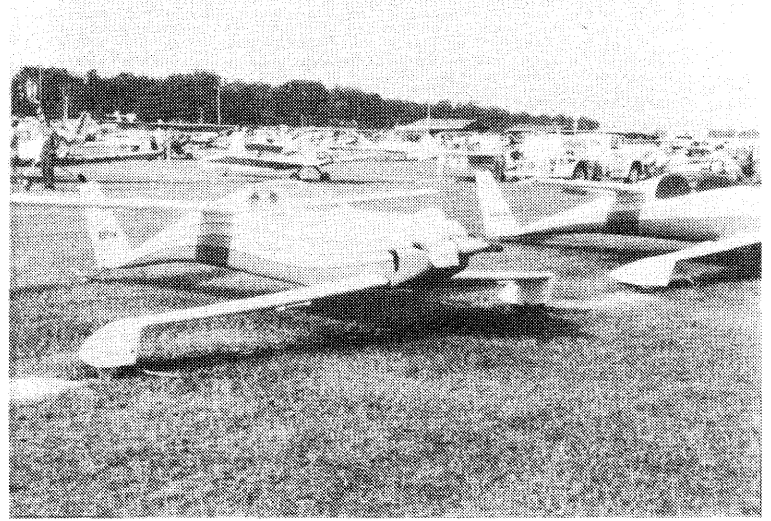
Oshkosh had the largest attendance in history. Some were estimating the crowds to exceed one million. Homebuilt fly-ins did not seem to be any more than last year. However, Quickie, Q2 and Q200 numbers were increased over last year for an all time high of about 16. At least 3 Q200's, 2 Tri-Q's, 4 Quickies and 7 Q2's were counted by us. It was hard to keep track as many only came for a day or so because of the adverse weather over most of the U.S. before, during and after the event. Curiously at Oshkosh itself, the weather was pretty good.

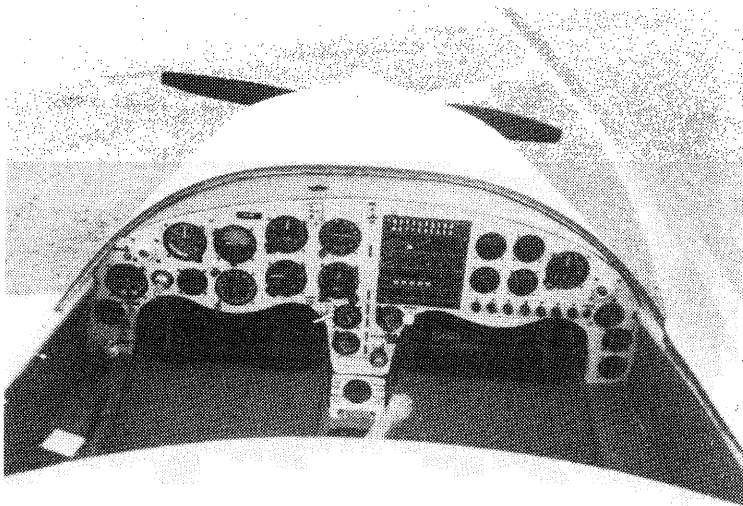
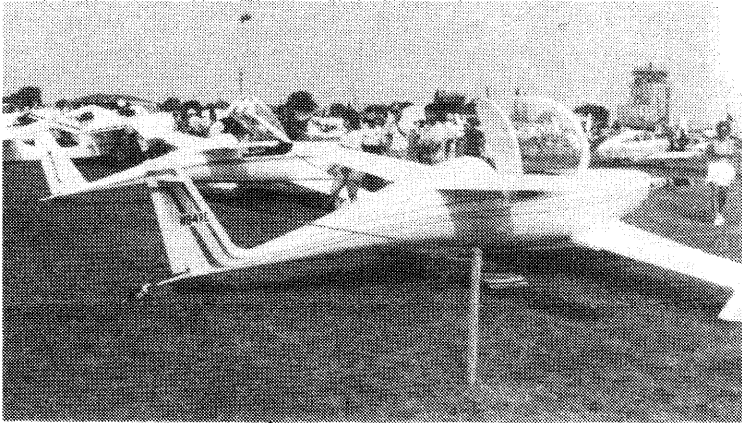
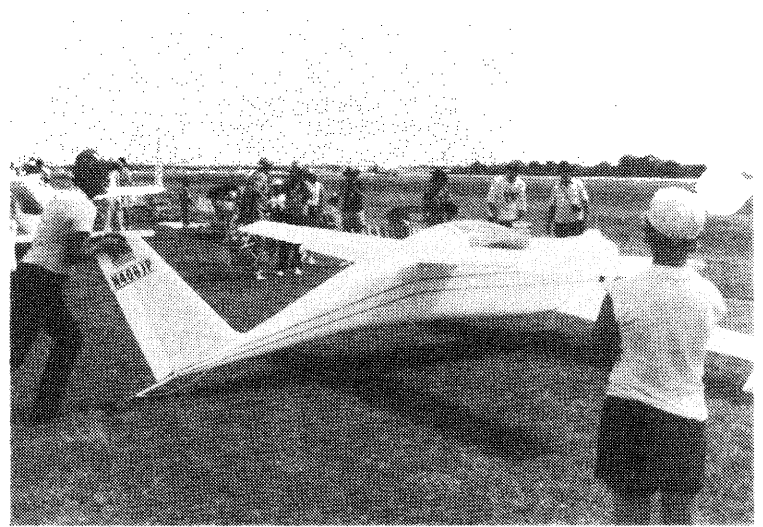
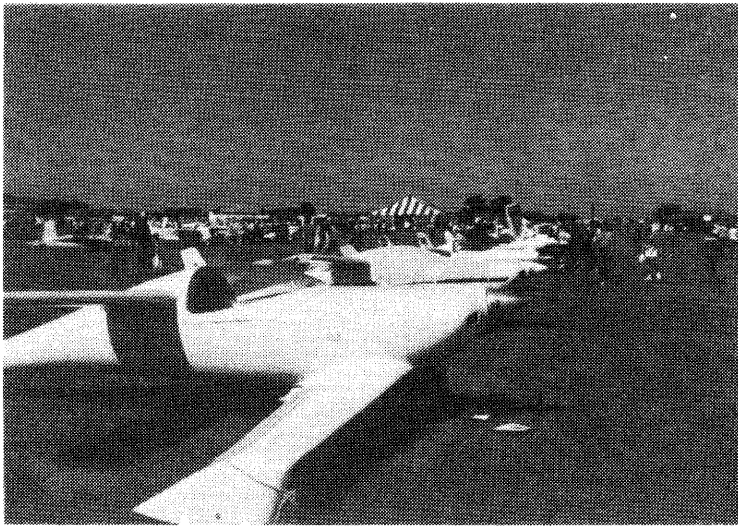
Russel Cowles lovely Q200 won an award for Best Workmanship - Composite, kit. Bob McFarland brought both his Q2 and his Quickie with the new canard (LS1-0417 mod airfoil).

On the three busiest days the vast sea of parking areas for "store bought" aircraft were full and the tower was actually turning people away.

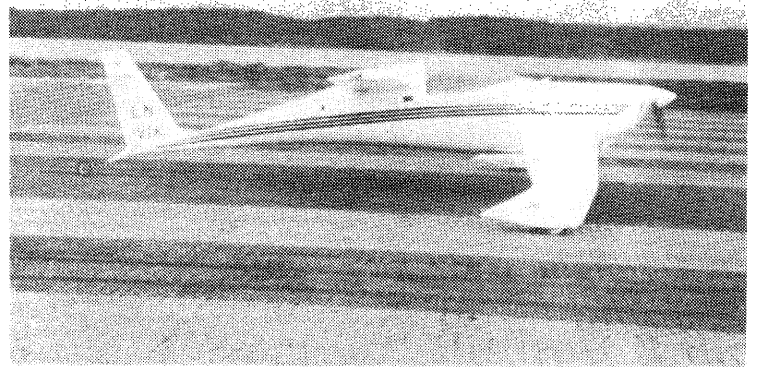
Make your plans early for next year especially for rooms and car rentals, as everything was booked several months in advance.

A lot of people are intimidated by the mass of traffic and don't fly their homebuilts in. This is a shame, for if you plan on arriving a day or two early you'll have absolutely no problems.





Tor's panel, very nice.



Tore Vik Norway: First Q2 to fly in continental Europe.

GENERAL NEWS

At Oshkosh, liability was the number one topic for EAA and everyone in the sport aircraft business. EAA's insurance for the convention increased by 300% over last year and they were not able to obtain as much coverage. If this trend continues, and there is no reason that it won't, next year's convention will be the last.

EAA headquarters has really gotten on the bandwagon and we must all support a coordinated effort, otherwise aviation as we know it will become a memory. Please read Paul Poberezny's comments in the August issue of Sport Aviation. Also read the two articles in that issue on the liability crisis.

Rutan Aircraft announced in their July newsletter that they were stopping sales of the Longeze, Defiant and Solitaire plans. The reason given was poor sales and declining income. However, in private Burt was telling people that liability was the prime reason. While we choose to fight rather than give up, we can certainly appreciate RAF's decision.

At Oshkosh, three other companies made, in essence, the same choice, this is exactly what we predicted.

In our own current fight against injustice an update:

Your contributions to our legal defense fund have made our appeal possible. Without your help we could not have done it. We won't forget it either.

All briefs have now been filed in the United States Court of Appeals for the Tenth Circuit. We should have oral arguments scheduled within 60 days or less. The three judge panel will rule sometime after that (4-6 months is our best guess).

How does it look? We feel, as do our attorneys, that we will win a new trial because of gross errors either allowed or committed by the judge. Assuming we do win a new trial, it will be conducted under instructions from the Appellate court so that the same mistakes are not permitted.

The plaintiff may give up if we win our appeal instead of going through the expense of a second trial. His attorney was quoted in "Western Flyer" as not expecting to ever receive a nickel. Keep thinking that way.

Under current conditions (Chapter 11) Quickie has been profitable and sales appear to be good. But the court has not allowed any company funds in pursuit of our appeal. Your continued support is needed as our legal defense fund is depleted.

If you want to see injustice reversed, please help. In the long run all of sport aviation will benefit.

Please make all checks payable to:
Ayscough & Marar
Attorneys At Law
22330 Hawthorne Blvd., Suite 217
Torrance, CA 90505

We have at Mojave, a complete transcript of the trial as well as copies of the appellate briefs. Anyone who wishes to stop in and review them is more than welcome, but bring your lunch, as it's about 7 inches thick!

Some of the largest contributors have been some of our competitors — they know what is at stake here.

If you have any questions, please call and discuss it with Gene.

TRI Q APPROVED

The Tri Q conversion developed by Scott and Duane Swing has finished up flight testing and is now available. We think this will prove to be very popular with builders who are concerned about being able to handle even a good taildragger.

The Swing team estimates that the Tri Q will only cost about 5 MPH in speed, however, they did not carefully document performance on the aircraft used for the conversion prior to making the change. On the Q200 we've estimated about 8 MPH if their 5 MPH estimate is correct. They did not convert Scott's Q2, as many people think. Scott's is still a well behaved taildragger.

While we have no objection to the Tri Q conversion, if a builder is now flying and considering changing because of ground handling problems, please contact us first. If you're having problems in this area — there is something wrong with your aircraft. Usually a minor change such as the aileron reflexor or ground angle of attack will solve it. But, we can't help you if you don't contact us.

The Tri Q conversion is available from:

Tri Q Development Inc.
P. O. Box 519
Vandalia, OH 45377
(513) 890-1925

Price is about \$1695.00. You can purchase a Q2/Q200 kit less those items not needed such as wheels, tires, tailwheel and spring for a discount of \$300.00, applied to the package 1B.



Scott Swings TRI Q at Sun and Fun Flyin, Lakeland, FL.

CAFE 400

This year's CAFE 400 race was very interesting because of several changes, first was the change of the scoring formulae from: speed (MPH) x MPG x Payload (200 lbs./SeatMax) to: (MPH)^{1.25} x MPG x (Payload)^{.75}. Second, the course had a number of hard climbs and descents.

The formulae change was supposed to reward the faster airplanes slightly. The emphasis on climbs and descents should help the high aspect ratio aircraft such as Longezes and aircraft with constant speed props such as the Glasair. In reality what happens is that the event becomes more like a sports car rally than a race, this is because with constantly changing power settings and density altitudes the pilot is put to the test and not the airplane, two identical aircraft can have very different scores. For example, by changing from our standard mixture control to a precise vernier control between the 1983 and the 1984 events we saw over 10% improvement in our scores. In the real world of flying the standard control is more than adequate.

In preparation for the races this year we built up a special 0-200. It featured, among other things, adjustable ignition timing, teflon coated connecting rods and crankshaft for less hydraulic friction, ceramic coated pistons for less heat transfer to the oil and greater efficiency, and some things we can't even talk about yet. All that is the good news — the bad news is that the engine wasn't ready for either race. Maybe next year.

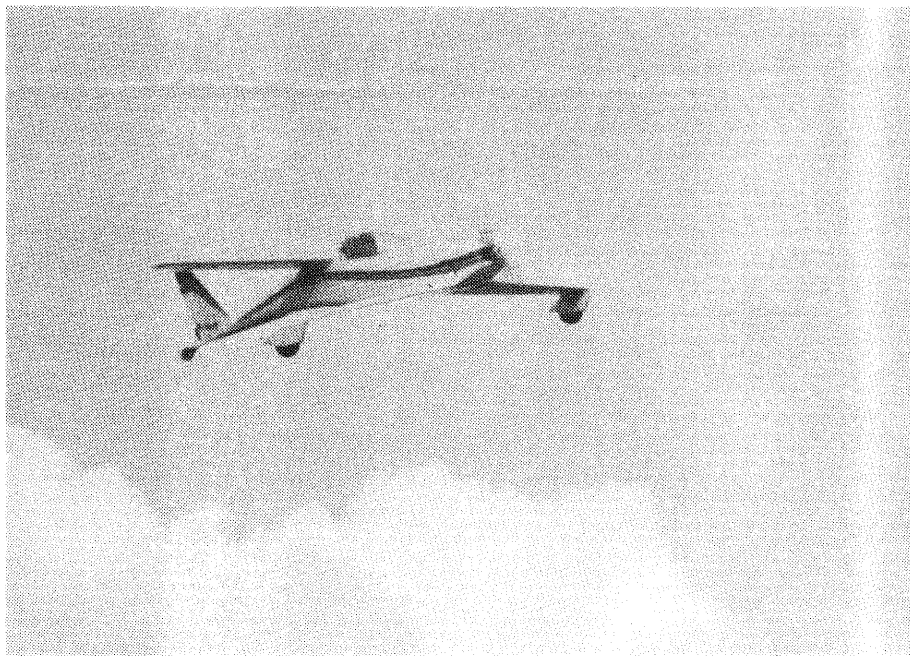
We competed in the CAFE 400 race with N81QA in virtually the same configuration as in 1984. The result? N81QA came in 2nd overall with a score of 2,094,819. We flew 175.5 mph while averaging 36.66 MPG and carrying 400 lbs. of non fuel payload. This is slightly faster than in 1984 and slightly worse fuel economy. Richard Wallrath flew his brand new Q200 (only signed off for cross country a couple of days prior to the race) and finished 4th overall in spite of the fact that his fuel flow meter and EGT failed before the race making accurate test flying impossible. Richard, by the way, is no stranger to the CAFE race, he also owns a Varieze which in 1984 had the highest score ever for a stock 0-200 powered eze. He says his Q200 is about 20 mph faster than his eze.

For the second year in a row no aircraft has ever gone faster on less fuel. In fact, every aircraft which went faster than N81QA burned at least 49% more fuel. Only three aircraft used less fuel and they all went slower — a lot slower.

QUICKIE WINS CHEVRON AWARD

Vic Turner's Quickie easily won the single seat experimental class by a score of 1,306,790. This was over 40% above the best of the competition, and RV3. Vic went 129.4 mph and averaged 56.31 MPG with a payload of 200 lbs.

Vic's performance was so superior that he also won the Chevron efficiency award of \$2500.00. Vic has now won as much prize money as he paid for his kit! For a complete report of this year's CAFE 400, see the September issue of Sport Aviation.



John Hicks - Quickie N401JH: The more John flies it, the better he likes it.

OSHKOSH 500 RACE

Between the CAFE race and Oshkosh we decided to see what the effects of some changes in the cooling system on N81QA would have. We tried a total of five alterations including a smile inlet similar to the Revmaster version. What we found is that our old system was the best. We did add a cowl flap so that we can close off the exit air to prevent super cooling the engine at the end of a race. The 0-200 is susceptible to sticking exhaust valves under these conditions. We did several other drag cleanups but the engine had no changes since 1984.

The Oshkosh 500 is actually 3 races in one. This year the course was extended slightly to 506 miles. The Q200 - N81QA came in second in all three races. In the Lowers competition, which is all out speed-but you can't burn too much fuel, we went 203.3 MPH, 14 MPH faster than last year. In the Baker competition we were allowed to burn 144 lbs. of fuel. Since we only used 102 lbs., we were credited with 42 lbs. for a corrected score of 245.3, only 4 lbs. or 4 MPH out of 1st place, this is an improvement of 5.5 over last year. In the Falck competition, which is for the fastest single lap, we went 206.39 MPH, which is about 16 MPH faster than 1984.

The main difference for us this year is that we just decided to fly faster. Our power setting should have given us about 215 MPH. Turbulence on the course knocked our true airspeed down to 209 MPH, turns, winds and navigational errors knocked us down to 203.3 MPH average.

The Oshkosh 500 is a good measure of airplanes, since the entire race can be run at one power setting. Also, you must clear a 5' high string after 1400' on takeoff. Finally, there is a minimum speed which next year will be about 183 MPH. No other homebuilt that you can build has as good a combination of speed and economy as the Q200. The Q2 and Q200 are the lowest drag two passenger aircraft ever. That statement is as true today as it was when the Q2 was introduced.

More and more builders are expressing interest in participating in the various efficiency races. We are considering preparing a booklet with all the hints for drag cleanup and engine improvements if there is enough interest to justify it. If you would like to participate please contact us. The October issue of Sport Aviation will have all the details on this race.

Q2/Q-200 NEWS

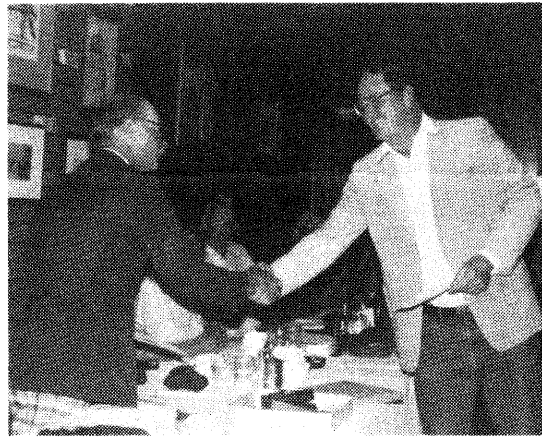
Q2 TURBO

The turbo cowling program is finally on stream. QAC has cowlings in stock and available now. The price is \$350.00 due to the low initial volume (the vendor has to amortize tooling costs over a smaller number of parts). A few builders were quoted a price of \$275.00 but did not order initially. If you feel that you are in this category, we will honor the original price if you contact us and order right away.

Q200 RETRO PACKAGE

This package includes the components required to convert from a Q2 Package 2 to a Q200 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 appropriate hardware.

We have been willing to sell various retro components individually, but be advised builders have bought only a few items such as the cowling only to come back later for virtually the entire package. Trying to piecemeal the kit always winds up costing more.



Nick Jones founder of the Oshkosh 500. Awarding Gene \$1100.00 for 2nd place in the Lowers and Baker competitions.

Price of the retro package is \$1600.00 but please note that it will increase to \$1900.00 on September 30th.

QAC has temporarily discontinued our credit policy for returned Q2 items (cowling, exhaust, prop, etc.). This is due to the fact that we have about 25 sets in stock and cannot justify anymore at this time. Since we are increasing the Package 2 price on the Q2 on September 30th by \$700.00 we expect a mild increase in sales. If this does occur we will again buy these items back for the same amount as before \$400.00. In the meantime, we have established a waiting list, first come, first serve. About four people are now signed up. Contact us for details.

PRICE INCREASE:

QAC has held the prices on all of our products for over a year. We now find that due to a number of factors, effective September 30th, 1985 the following pricing will be in effect:

Q2

| | |
|-----------|-------------|
| \$4995.00 | Package 1A |
| 3950.00 | Package 1B* |
| 2750.00 | Package 2 |
| 3395.00 | Package 3 |

*Note belly board and aileron reflexor will be standard.

This is an increase of \$1445.00 as before if Package 1A, 1B and Package 2 are all purchased at one time, a \$1,000.00 discount will apply.

Q200

| | |
|-----------|-------------|
| \$4995.00 | Package 1A |
| 3950.00 | Package 1B* |
| 3100.00 | Package 2 |

This is an increase of \$990.00. The \$1,000.00 discount will still apply.

Q2 TURBO

| | |
|-----------|-------------|
| \$4995.00 | Package 1A |
| 3950.00 | Package 1B* |
| 2750.00 | Package 2 |

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 30 days.

Some 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:

| | |
|----------|---|
| \$205.00 | Belly Board |
| 225.00 | Cabin ventilation/Heat package |
| 80.00 | Parking Brake option for the hydraulic disc brakes. |
| 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.) |

All of the above options will increase by an average of 15% on September 30, 1985.

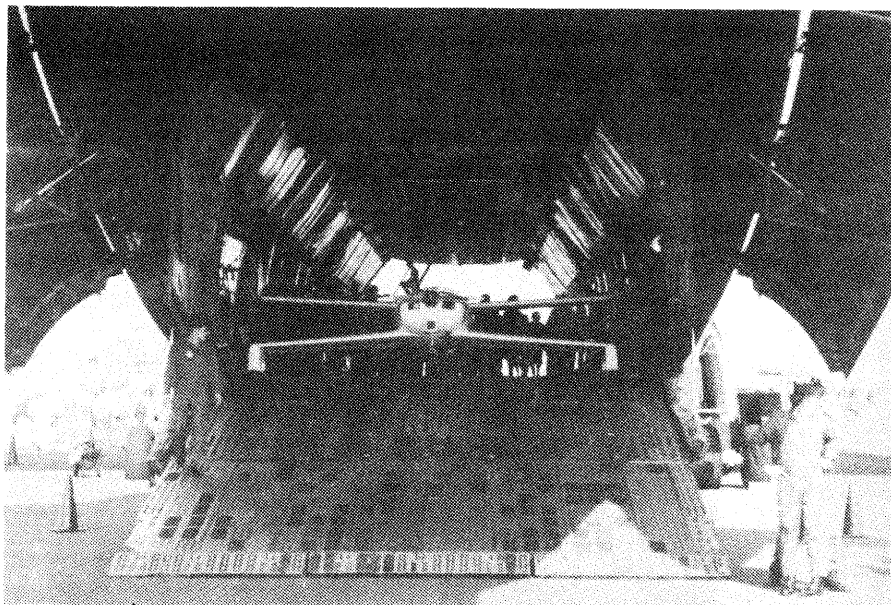
The Q-200 Kit is now available. Package 1A contains the material to construct the fuselage, pre-mounted canopy and raw materials. Package 1B consists of wheels, tires, brakes, welded components, machined parts and other prefabricated parts to fabricate essentially the remainder of the airframe. Package 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.

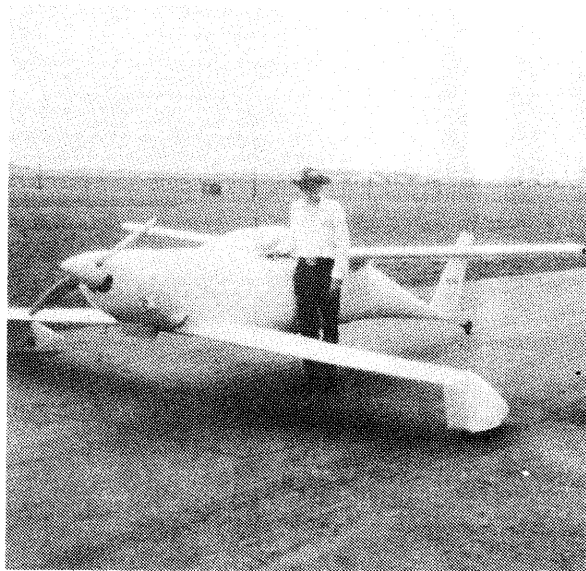
Builders of both the Quickie and Q2 have the opportunity to receive rides in N81QA, our Q2, within the thirty day period prior to the builder's first flight in his own aircraft. These rides are by prior arrangement only; in addition, at the same time, suggestions and recommendations will be given to the builder on conducting his early flights to promote safer flying. Over 200 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.



Michael Sullivan — London England.

Yes, a Q2 will fit in a C-5A, maybe the Airforce should consider adding it to the rapid rapid deployment force — low radar profile.



Jim Fletcher #2014: Note "Smile" Inlet. If you look closely, you'll note his imbedded venturi, since removed, as Jim says it wasn't working.

BUILDER TIPS

QUICKIE BUILDER TIPS:

Now have feedback from three Quickie builders using Bel-Ray oil. Their results: lower oil temperature (less friction), higher oil pressure (lower temperature and less tendency to thin out when hot), and slightly higher RPM for more power. Aircraft Spruce is stocking Bel-Ray, use it.

Q2/Q-200

The most common problem involving ground handling problems lately seems to be too steep angle of attack. What happens is that the rear wing starts to fly too soon on the takeoff roll and continues to fly too long on the landing roll. This makes tailwheel steering ineffective until the aircraft slows down to below 40 MPH or so. The solution is to lower the nose, raise the tail or both.

For example, Aircraft Spruce sells a tire used on Longezes called the Lamb. This tire will fit on Q2/Q200 rims and will lower the nose about $\frac{3}{4}$ ", more if you are currently using 500 X 5's.

How can you tell if your ground angle of attack is too high?

One had intended to publish a template which could be placed on the rear wing with a level line to check ground AOA. However, no two aircraft have the same airfoil shape and while this minor variation in contour doesn't effect the aerodynamics of the aircraft it does make it difficult to find the proper fit for a template.

Another way is to measure the angle of WL15 when the aircraft is sitting 3 point with the engine installed. This angle should be between $7\frac{1}{2}$ to 8. Any more and ground handling will be poor. Any less and takeoff distance will be excessive.

If you have not installed the aileron reflexor, do so. It is very useful especially during the first few flights. Please note that the price which is now \$150.00 will be going to \$175.00 on September 30th.

Also beware of changing the location and means of actuation. One builder relocated the control to just over his shoulder. On a subsequent flight he bumped it with his shoulder just as he flared for landing. The result - one busted airplane. When contemplating any change, one must consider all of the ramifications.

The smile inlet is now standard on Q2's. If you of you who wish to update your aircraft should send in \$10.00 and we'll send you a copy.

Warning:

A recent accident involving a Q2 points out a potential problem to watch out for. The aircraft was on a cross country flight, on takeoff the pilots noticed the aircraft nose lifted off early and they had to hold forward stick. Mistake number 1, anytime something seems wrong the flight should be aborted.

As the flight progressed they found they were holding more and more forward stick as fuel burned off. They landed at the next available airport but severely damaged the aircraft. After getting out they found that a 27 lb. travel bag had slipped back into the tailcone causing an extreme aft c g condition which became worse as fuel was burned. Mistake number 2, never place baggage where is can move. Place tie downs or a cargo net arrangement to insure your bags can't move. These two gentlemen are extremely lucky.

The standard we use to determine cruise performance of the Q2 and Q200 is full throttle at a density altitude of 7500'. If you have a prop that allows your engine to turn rated RPM under these conditions your engine will be delivering 75% power. With the Revmaster you should see 3200 RPM and with the 0-200 Continental 2750 RPM. Both engines can run continuously at these power settings.

This brings up an interesting point regarding claimed performance and engines. Continental and Lycoming engines are normally nowhere near their peak power ability at rated RPM (2700-2800) as a matter of fact 0-200's are used in formula 1 racers where they are turned up to 4100 RPM and produce over 150 h.p.

In the Varieze pilots manual it calls out about 3000 RPM at 8000' as 75% power. This is incorrect, at 3000 RPM they are getting about 85 hp at that altitude. If the Q200's cruise performance were based on the Varieze criteria, we would be 8 MPH faster.

Most pilots don't like the idea of turning their engines faster than red line (for good reason) which is one reason most EZE drivers can't equal the claimed performance.

At Quickie, we do not recommend overrevving your engine - we don't do it ourselves because we don't consider it ethical and we can't afford the increased maintenance.

The various races we enter separate the men from the boys. The only other company which competes in both the CAFE 400 and the Oshkosh 500 is Stoddard Hamilton makers of the Glasair. They, like we, are not afraid of demonstrating their performance under controlled conditions. So when people ask us why do we race we say why don't the others in this business if their products are so superior?

Q-200

The drain for the oil separator (the small tube at the bottom) can be run to a tube welded or brazed into the filler neck of the oil pan. Another place is on the rear accessory case of the 0-200 towards the bottom on the left side. Most 0-200's have a pipe plug located there. You can install a tube fitting here for the drain.

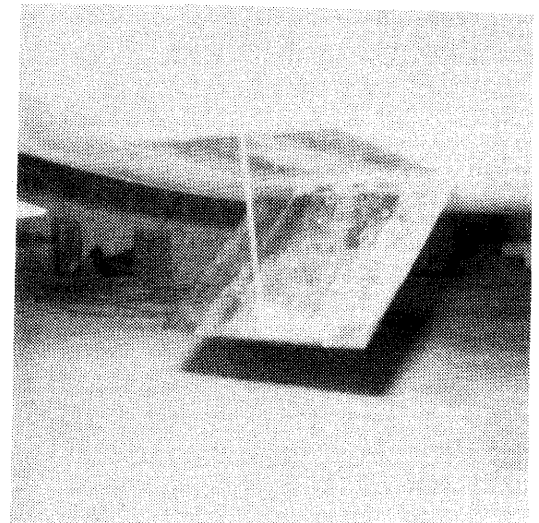
The oil separator is essential on the Q200 as the Continental really pukes oil without it.

On a related subject, after break-in, use Bel-Ray Aero 1 synthetic. The Continental runs relatively low oil pressure which drops even lower when the oil temp goes up and thins out. Bel-Ray is so temperature stable you will see virtually no change from 70° to 220° oil temp. It will run cooler as well. Aircraft Spruce is stocking Bel-Ray.

Some builders have misplaced springs used on the Q200 exhaust. They are readily available from your local Yamaha dealer. The Yamaha part No. is 90506-12029.

BELLY BOARD — Q2/Q-200

The belly board is proving to be our most popular option, so much so that we have had a difficult time filling all the orders. Now we are in stock and all back-orders have been cleared. The belly board will be standard on all kits sold after September 30th. Please note that the price will be increased from \$205.00 to \$255.00 on that date.



The Quickie Aircraft Corporation facility at Hangar 37, Mojave Airport, Mojave, CA is open Tuesday through Saturday, 9:00 a.m. to 4:00 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 - 4:00 p.m. on Tuesday, Wednesday 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.

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Quickie Aircraft Corporation is located on the west 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 37 & 38.

We are normally open from 9 to 4 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.

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