

QUICKIE



P. O. BOX 786
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THE AIRPLANE

The Quickie is a light, single-place sport aircraft being developed by Burt Rutan, Tom Jewett, and Gene Sheehan. It features a rugged, all-composite structure and efficient aerodynamic design. This results in an aircraft that can outperform airplanes with several times its horsepower and provides unequalled fuel economy.

Beyond the distinctive appearance is an aircraft so efficient that all of the initial flight testing was carried out at a 5,000 ft. density altitude airport using a four-stroke, direct-drive engine of only 16 horsepower!

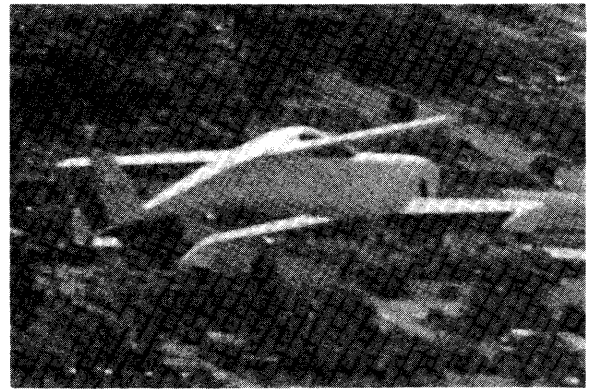
The Quickie utilizes the technology of the VariEze program to provide the necessary low empty weight while assuring a rugged airframe with durable surfaces. The structure is a sandwich of high-strength fiberglass, using low-density, rigid foam as the core material. The structure is fabricated directly over the shaped core, thus expensive tools and molds are not required. Composite-sandwich structure offers the following advantages over conventional wood or metal: less construction time, improved corrosion resistance, improved contour stability, better surface durability, dramatic reduction in hardware and number of parts, and easier to inspect and repair.

Fuel economy was one of the foremost design considerations. The goal for the Quickie is 100 miles per gallon!

The cockpit is roomy enough to handle a person 6'5" tall and weighing up to 200 pounds. Lighter pilots can carry some baggage in the roomy compartment behind the seat.

The canard wing with its full-span elevator/flap doubles as a landing gear and results in a very distinct ground effect. Pitch, roll, and yaw stability are very good; control about all three axis is smooth, precise, and well harmonized.

Ground stability compares favorably to the most docile tail dragger. The wide gear stance makes taxi turns as fun as driving a sports car.



THE PROTOTYPE CONSTRUCTION

From the start of construction to first flight on November 15, 1977 required only three months and approximately 400 manhours. This included the construction of normally preformed parts such as the cowling and the wheel fairings, as well as the prototype engine installation.

THE FLIGHT TEST PROGRAM

The Quickie prototype was flown 15 flights by three pilots during the first 5 days of the test program. It is currently undergoing a thorough flight test program that includes stability and control, performance, reliability, durability of the structure, static load testing, and landing gear drop tests. Fuel economy measurements to verify that 100 miles per gallon goal are also planned. The developers all have an extensive background in the development and flight testing of experimental aircraft as diverse as the VariEze and the B-1 bomber.

THE PERFORMANCE

Even though the Quickie has very low horsepower, its performance is comparable to or superior to popular general aviation aircraft. Complete performance flight test data are contained in the Quickie Information Package.

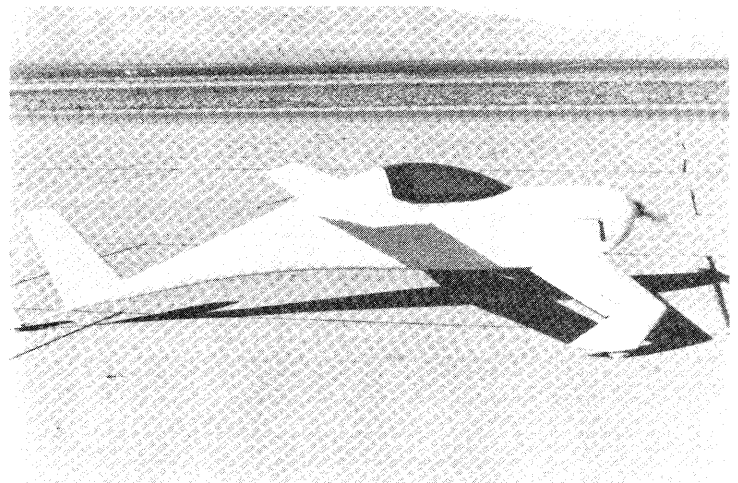
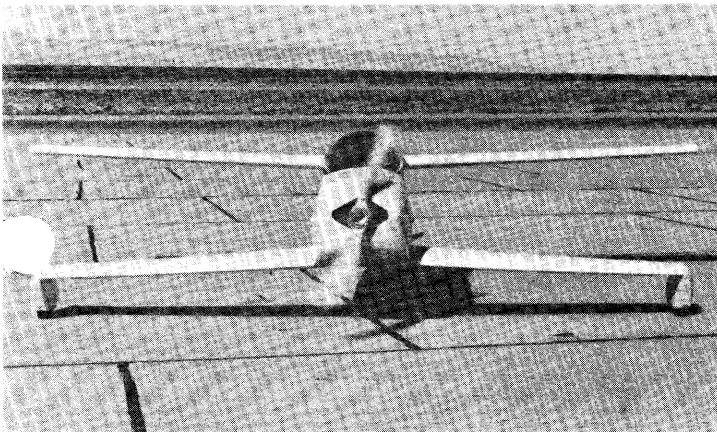
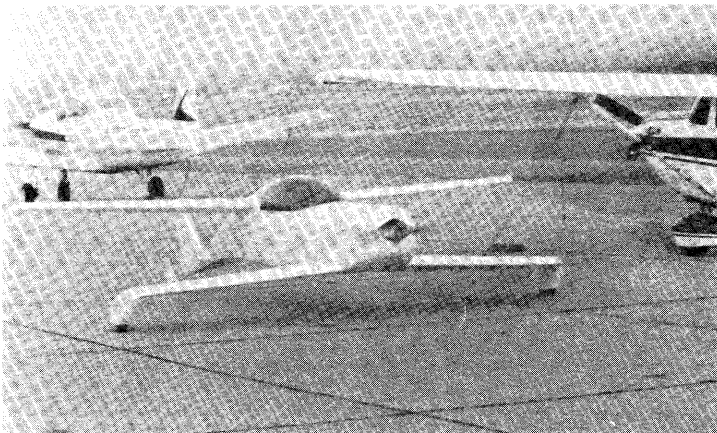
THE HOMEBUILT PROGRAM

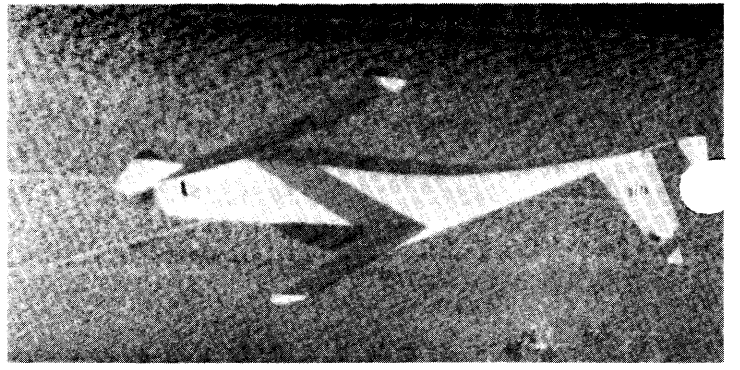
After the completion of all basic flight testing, it is anticipated that a complete kit including the engine will be available to the homebuilder.

THE INFORMATION PACKAGE

Flight testing and developing a new homebuilt design is a time consuming and expensive effort. Little time is available to answer questions on an individual basis whether by letter or telephone. We respectfully ask your cooperation in this matter. There is available a Quickie Information Package. This package contains complete performance data, pilot reports, construction details, cost estimates, test program status, and all available information on the homebuilt kit program. The cost is \$6.00 and may be obtained from:

Quickie Enterprises
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