

The first step in improving any product should be to correct the inadequacies of the original. Then we can go on to make mistakes of our own. The letter below from a high time Q builder/flyer outlines some of the common perceived inadequacies of the original Q-2/200. Read and think.....

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I have been reading all the stuff written that you would like in a "new" Quickie, however there are lots of Quickies out there unfinished and part of the reason is that there are not enough pre-built parts so the plane can just be "glued together". It is nice to think a better Quickie could be built, and it can, but unless there is some real leadership or some financial incentive the project will never get off the ground. I know that sounds harsh and negative but a new unconventional plane is a tough project for a loose group of guys on the internet.

I would like to contribute what I know but it is not much as I haven't studied aerodynamics or structures in a long time. I just have a Q-200 that I have flown about 500 hours. For the money spent on the plane it is a great plane. As a plane -it is just mediocre.

The wheels on the canard look great but are a real liability as the plane is hard to land (try it at night if you don't think so) and the wheels out on the end puts the wing at a high stress level all the time.

The plane is unstable and will not fly hands off for any length of time.

The head room is terrible.

It is tough to get in and out of the plane.

The plane lands too fast.

The flying surfaces should be molded so there is no variation from plane to plane. And the mounting points for the wings should be a pre-molded saddle so there is no variation in the mounting angle of attack. The VW is OK but the O-200 really gives it a sports car feel. So any more that 100HP is gravy. What is needed is a relatively cheap powerplant and that is not an aircraft engine. But there is a few in the weight /HP range like, O-200. O-235. Corvair, Subaru that can be mated to the front if there is enough volume under the cowl and there is a weight range that could be used for the canard airfoil used. Better financed groups have tried and failed get a new airplane in the air and I for one will be using my energies trying to get my new Corvair engine mated to the airframe so I can fly again.

I would, however, like to have a better canard that is pre-moulded so the plane would fly stable and meaningful comparisons could be made between planes like to somehow get the plane to fly slower. So that would mean high lift devices such as flaps or... like to have a better landing arraignment like a bow gear. like to have a better canopy more like the dragonfly as it is squarer (is that a word?) so there is more head room and a better way to get in and out. If anyone is interested in one of these projects I would REALLY be interested in helping.

However the Quickie is easier to fix than building a totally new

aircraft and there are lots of them ... There is the Rapture that is already built and flying that will take a bigger engine, has more room, ...

Why do we need to reinvent the wheel when maybe all that is needed is a new bearing to make a good, cheap plane- better!

Larry

Note from QDF... I have read that there are mods which can be made to allow pitch and roll trimming.