Quickie Q200 Dragonfly

OWNERS MANUAL

Photo by Bill Ortis

BUILD EDITION 1.1

Contents

THESE ARE CLICKABLE JUMP POINTS CENTER TO SECTIONS OF THIS MANUAL

CURRENT BUILD VERSION OF THE LHC Q-200 IS BUILD 1.1.0

Quickie Q-200

Photo by Greg Martin

INTRODUCTION

This has to be one of the most radical, different, inventive, and quite stylish home built aircraft designs ever made. Her fluid shape and approach to flight management with her dual wings (some call Canard layout) with her X-Wing configured opposite dihedral angles, make her totally different from all other planes in the world. She is a sport plane with 2 seats instead of one, and you can sit beside each other like in a Lamborghini instead of front to back. You have a 'Flexor' spoiler system that works similar to spoilers and flaps, but moves in the opposite direction and is linked to the ailerons which are on the rear wing-set. This beast is fitted with the Continental 4 cylinder O-200 100HP engine giving her a high end cruise of up to 180 knots on a good day and cruise at about 140 knots. She is very light, so she will have a very nice climbout rate. Be careful on take-offs as her power can spin you around. Be slow and steady as you begin your take-off roll.

Photo by Bill Ortis

INTRODUCTION 2

The Quickie Q2 and Q-200 is a two-seat version of the unique Rutan Quickie, produced in kit form by the Quickie Aircraft Corporation founded by Tom Jewett and Gene Sheehan. Canadian Garry LeGare was involved in the design.

The Q2 is a tandem wing design, having one forward wing (canard) and one rear wing (instead of the more usual main wing and horizontal stabilizer). The elevators are fitted to the forward wing so that all pitch control comes from the forward wing, similar to the canard configuration. The Q2 is a "taildragger" with fixed (non-retractable) main wheels incorporated into integral streamlined wheel pants located at the tips of the forward wing.

Wikipedia

The Q-200 version came later and featured a higher end 100HP engine and faster flight speeds. She was the next generation model from the original Q2. The common engine used by builders for the Q-200 was the Continental O-200 4 cylinder engine. This bumped up the power from 65HP to 100HP and enabled speeds up to 180 knots at high altitude.

WWO LHC

INTRODUCTION 3

The interior of the Quickie Q-200 has all the gauges of a nice homebuilt aircraft. I added some extra engine instruments, a very nice HSI, and a top of the line GNS530 GPS screen for good navigation. I also added quite a few warning lights and annunciators to help out with managing all the selectors and systems, like fuel tanks, fuel pumps, Flexor system, and also a very basic Autopilot unit that can handle wing-level, heading, and even hold altitude, which is great for long flights, and also for departures from airports when you are on a climb out and getting situated in your flight.

The real aircraft is a tight fit. You are looking at a joystick for flight control in the middle, your engine controls at your left hand, and trim controls at your left elbow. You can open the bubble canopy structure by clicking the latch at your left elbow.

You'll find there is a large selection of planes in this package, and each with various styles of interiors. Read on to find out more about the many features in this package.

Quickie Q-200

Photo by Bill Ortis

Features

The Q-200 features a load of 13 planes. I sought to make them all look totally difference from each other, so it looked like different people built each one. So many differences in each one. The instrument panel is in very high polygon model mesh and high quality resolution and graphics.

1 INSTRUMENTS FEATURES

- Asobo high performance 3D Instrumentation for better frame rates
- GNS530 Asobo GPS System
- Basic Autopilot System with NAV and LVL
- Q-200 Fuel Transfer system featuring Main tank to front Header tank electric fuel transfer management during flight
- Fuel booster pump
- Adjustable Dimmer Rocker Switch for Panel lights to dim down the light value on Instruments
- Dome light uses blue glow ambient light giving the interior a softer luminescence

2 EXTERIOR FEATURES

- The Q-200 features 13 exterior paint scheme liveries including one blank white for repainting
- Air racer variants
- Opening canopy hatch
- Customizable / Editable Registration system
- High performance Continental O-200 100HP engine for cruise speeds between 140 and 160 Knots
- Flexor Canard Spoiler System for air braking and low speed lift (think of flaps, but different)
- Some very radical paint colors inspired from Tesla and Lamborghini; Giallo Clarus Yellow, Arancio Livera Orange, Verde Shock Green, and Tesla Deep Blue Metallic
- A new air racer theme in Sky-blue/Orange

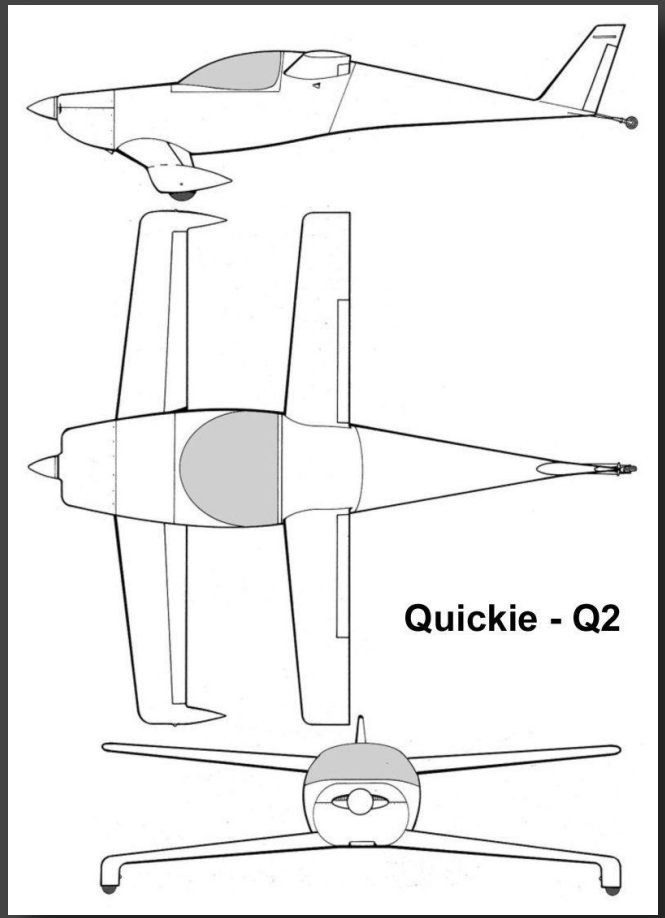
3 ADDED FEATURES

- Dual separated fuel tank system with transfer pump
- OshKosh Mode that features two small camping tents that deploy around the tail of the Q-200
- Several versions of interior themes; light gray, black, tan, and sky blue with a neat spatter finish
- Several versions of instrument panels with various materials from carbon fiber to wood to light gray, to colorized such as red, yellow, and racing blue/orange.
- Famous Asobo Rain Effects on the windshield perspex for high realism rainy day flights
- Plexi detail map of scratches and scuffs for a nice touch of realism
- 3 Clickable Plexi ‘Exterior’ tint modes; dark, medium and lite.

Quickie Q-200 100 HP Edition

Specifications and weights

Crew: one pilot
Capacity: one passenger
Length: 19 ft 10 in (6.05 m)
Wingspan: 16 ft 8 in (5.08 m)
Height: 4 ft 5 in (1.35 m)
Wing area: 67 ft² (6.22 m²)
Empty weight: 490 lb (222 kg)
Useful load: 510 lb (231 kg)
Max. takeoff weight: 1,100 lb (454 kg)
Powerplant: Continental O-200 100-HP V2 @2400 RPM Average Performance
Never exceed speed: 230 mph 200 Knots (370 km/h)
Maximum speed: 210 mph 180 Knots (333 km/h)
Cruise speed: 160 mph 140 Knots (260 km/h)
Stall Speed: 70 MPH 60 Knots (111 km/h)
Range: 400 nm (740 km)
Rate of climb: 1,200 ft/min (6.10 m/s)
Ceiling with Continental Engine 0-200 = 11,000 Ft (3350 Meters)



Different Exteriors

The Q-200 package by Lionheart Creations comes with 13 different paint schemes varying from ‘base white’ (paint ready for repainters) to red, orange, neon green, beautiful Tesla blue, Lamborghini green and Lamborghini orange, brilliant red, a yellow air racer, a metallic gray air racer, one in raw carbon fiber, and a beautiful blue/orange that just came out, with color-matched instrument panel. You name it, there is a color in the package.

Different Interiors

There are several color variations of cockpit interiors, with different instrument panel materials ranging from carbon fiber to wood to gray painted fiberglass, color painted in yellow, in red. You name it. Many are in this package. If you know your stuff in customizing planes, you can switch out versions of interiors and exteriors and mix things up for customized Q's.

Quickie Q-200

Photo by Bill Ortis


AILERON AND ELEVATOR
TRIM AND FLEXOR LEVER
N640R
NAV
STR
LND

Un-normal Alien-like Systems and Features

Features of the Q-200 that are not on most aircraft that you need to know about.

1. A unique dual system of spoilers and lift generators (think of flaps) is built into the Q-200 and called the 'Flexor' system. You have two notches of Flexor setting. Think of them as spoilers or air brakes with lift.

2. The Q-200 features a dual fuel tank setup.
* Header Tank, gravity feeds to the engine; 5 Gallons.
* Primary Fuel tank, feeds to the Header tank via 'Fuel Transfer Pump; 15 Gallons.
You must run the 'Transfer Pump' several times on long flights to keep the Header tank full.

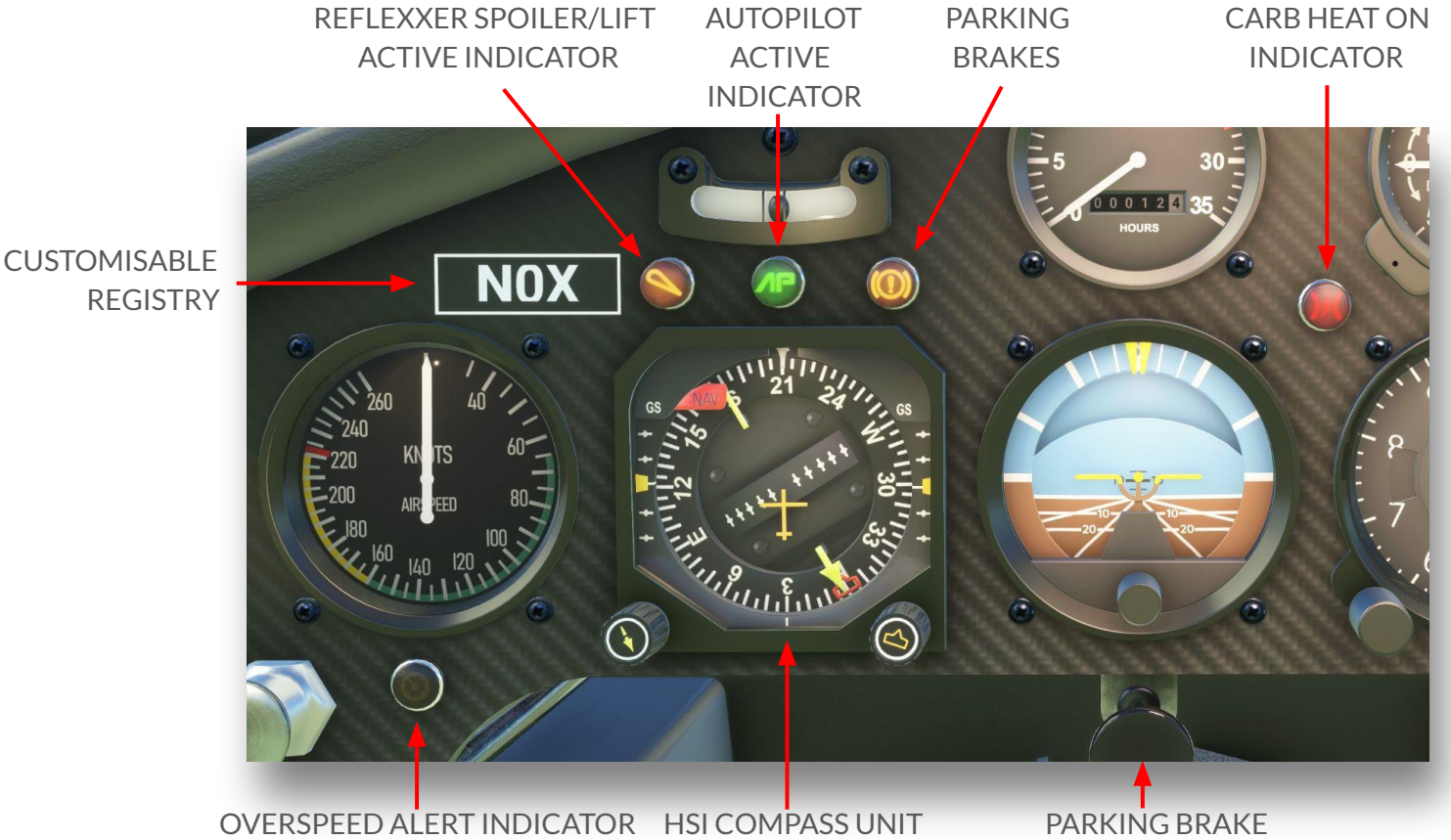
3. There is no fuel selector and there is no fuel shutoff valve. The Header Tank (primary Main Center) is direct flow linked to the engine through gravity feed and engine pump. It also features a 'Booster Fuel Pump.' (Second of 2 fuel pumps).

4. The Q-200 features an extremely simple Autopilot system that enables you to lock your course, lock your climb or descent, lock to your heading, and also save ALT settings. You have no readouts on the small unit. It is fictional and terribly basic, but I love it and wanted to share it. It helps with tedious VOR flights in complicated airspaces. When you activate it, you are instantly in LVL mode and your VS is locked also.

Quickie Q-200

Photo by Greg Martin

Warning Lights / Left Side



Warning Lights / Right Side

HOT OIL TEMP ALERT INDICATOR

LOW OIL PRESSURE ALERT INDICATOR

LOW VOLTAGE ALERT INDICATOR

LOW FUEL ALERT ON FRONT FUEL TANK

LOW FUEL ALERT ON MAIN TANK

LANDING LIGHTS ON ALERT

LOW FUEL PRESSURE ALERT

AMPERS ALERT INDICATOR

FUEL TRANSFER PUMP ACTIVE ALERT

OSHKOSH CAMPING MODE BUTTON

Being Different…

You will never influence the world by being like it.

Dare to be different. The world is filled with normality.

"If a man does not keep pace with his companions, perhaps it is because he hears a different drummer. Let him step to the music which he hears, however measured or far away." – Henry David Thoreau

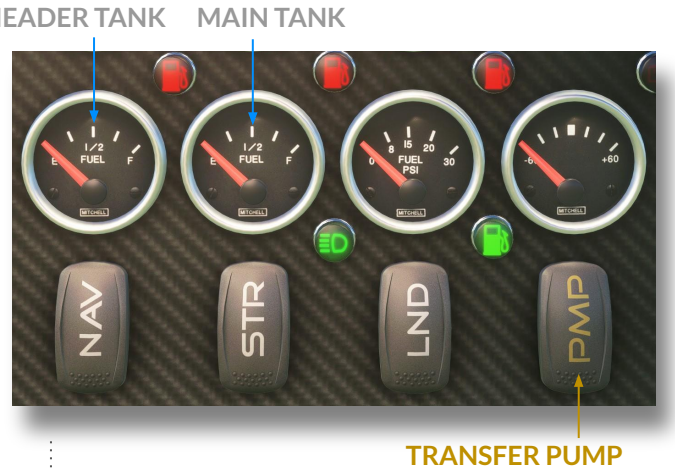
Q200 Fuel Transfer System

The fuel system on the Q airplanes is two fold. You have a small header tank of fuel behind the engine holding 5 US Gallons, and a secondary fuel tank under the seats of the pilots, behind and under their legs. The fuel going to the engine is gravity fed, but has a booster pump, which some pilots use throughout the flight, while others only use the booster pump at high altitude or on take-offs and landings. The main lower fuel tank feeds into the small header tank via an electric fuel transfer pump, (similar to Concorde). Fuel is transferred to the header when it becomes low. Hence, your Q200 will have two fuel pump switches; one on the left above the carb heater knob, and a second 'rocker switch' at the far right side of the panel. This has a green alert light by it telling you a fuel pump is active (one or both). You will also find on this particular 'build' of the Q200, that 2 custom fuel gauges are fitted showing Main Header and secondary Transfer tank (left and right, in that order) and both have fuel alert lights. You also have a 3rd gauge that is fuel pressure, with a low pressure alert light also.

Fuel Range

Fuel system and average fuel range layout

Remember, only 5 US GAL are in the front main tank. When that is gone, your engine shuts down. Your job is to watch that tank and make sure it always has fuel in it. You use the Transfer Pump switch to put fuel in it.



Total Fuel

20Gal

Front Header Tank: 5 US GAL
Rear Main Tank: 15 US GAL
20 US GAL = 120 LBS AV FUEL

Altitude

5K FT

5,000 feet
70% Throttle

Average Range

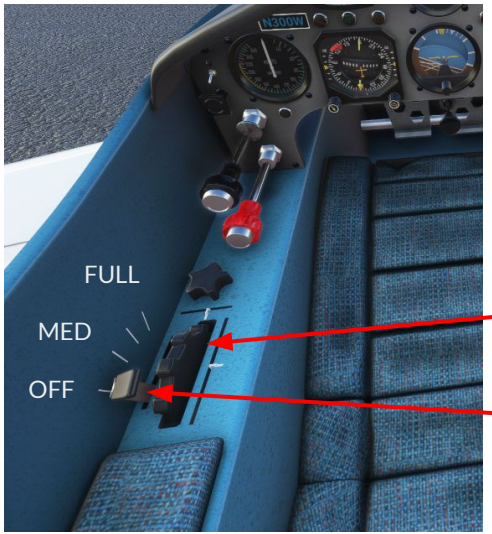
400 NM

You should be able to make just over 400 NM. My tests often gave 420 NM in mild conditions. That's 100 NM per 5 US GAL

NOTE: THERE IS 'NO' FUEL SELECTOR, AND 'NO' FUEL CUT-OFF LEVER. FUEL FLOWS FROM HEADER TO ENGINE, AND MAIN TO HEADER. LINEAR FUEL FLOW, STRAIGHT ACROSS. USE FUEL TRANSFER PUMP TO FILL HEADER TANK. (CONCORDE STYLE)

Q200 Flaps 'Flexor' System

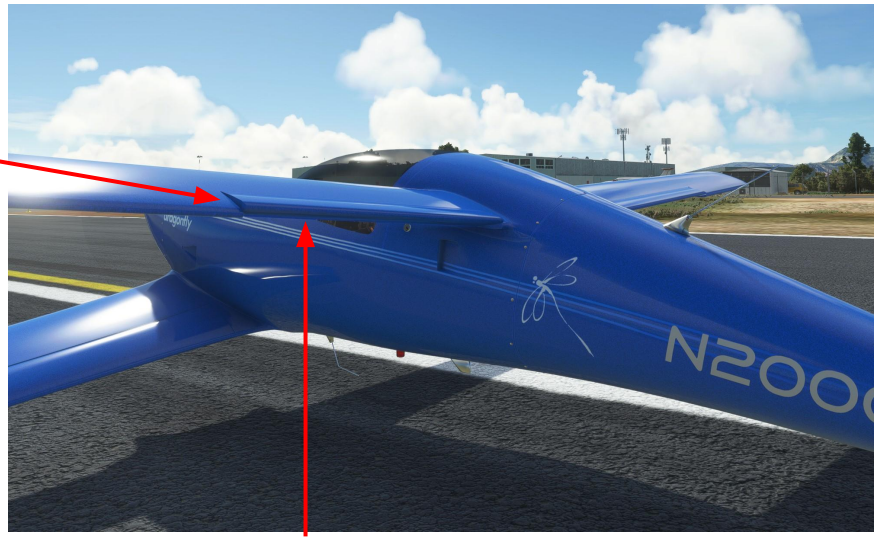
The flaps system on the Q aircraft is totally different from what you know, yet extremely similar to regular flaps. First, it is called the Flexor. Second, it moves the ailerons, pivoting them 'up'. The ailerons are on the rear wing, not the front. The front wing houses the elevators. The rear wings have the ailerons with the Flexor system on them. Third, the Flexors cause the plane to pitch upwards, similar to flaps, and they slow the plane down, like spoilers and also flaps do. AND…. They also create lift in doing so.
In the LHC Q-200, you will hear wind noise when you deploy the Flexor system. In this simulator version, they are a lever, but have an 'electric servo and wind' sound effect in the Asobo soundpack. Structurally, the Flexor system 'pivots' the center point of the ailerons upwards. On the LHC Q200, you have two 'clicks' of Flexor, or you can slide the lever manually by mouse if you want a precise setting. The Flexor lever is at your left elbow by the elevator trim wheel and aileron trim knob.



ELEVATOR TRIM WHEEL

FLEXOR LEVER

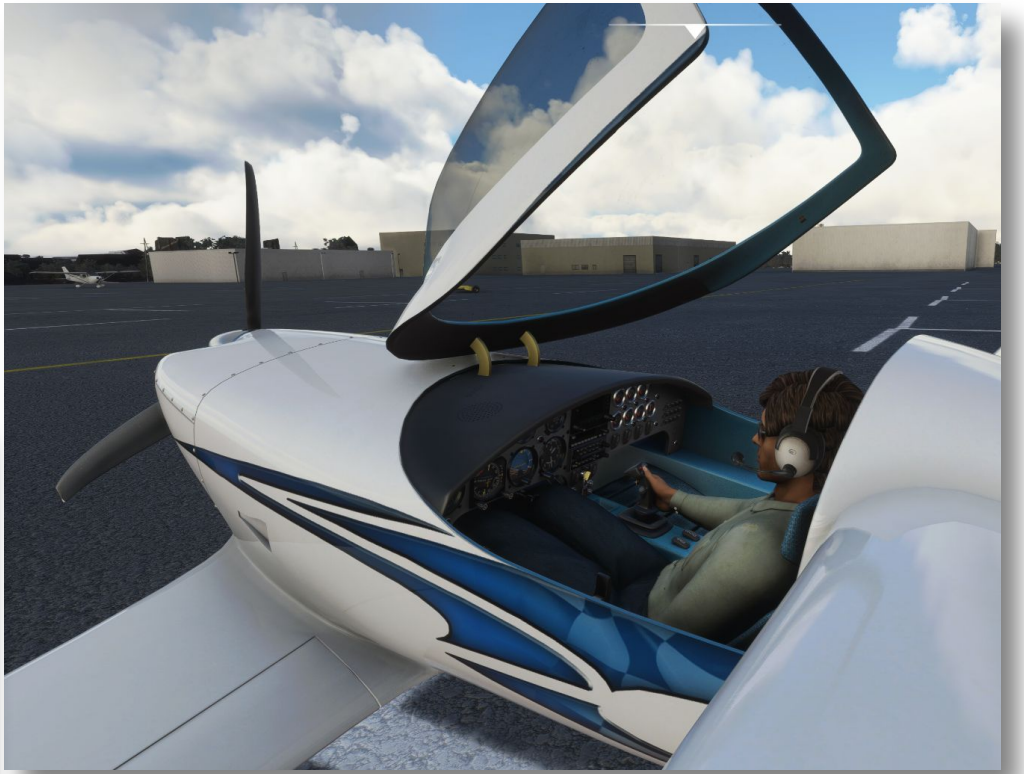
AILERON FLEXORS DEPLOYED, AILERON IS RAISED UP.



AILERONS IN FLEXOR 'SPOILER' MODE, ACTIVE WHEN 'UP'

Opening Canopy

To open the canopy, click on the left interior ‘Latch’ and the canopy will open.



Quickie Q-200

ote by Bill Ortis

Custom Registration Numbers System

The Q has customizable Registries for all planes except the Yellow-with-Checkers paint scheme. The 'Panel' folders have the custom Font 'Colors' assignments. You can create a new panel 'color' folder by duplicating one and changing the font inputs in the files, then assigning that new panel folder to the paint scheme you want it on. Colors are assigned in the panel.config

1. Custom N-Numbers are entered in the Aircraft.config. Open with Windows Notepad or Notepad++, find;
atc_id= and put in the N-Number you wish

2. Either use one of the existing panel folders 'colors' that you want to try, or create a new one by cloning the panel folder of choice and editing the files within to the one you wish.
You then add that new panel folder 'color' to the panel assignment on the aircraft's Registry information block in the Aircraft Config file.

3. You can also change the color of the registration font inside the plane. Hex Value colors are what is needed. They begin with 0x..... This is entered in the Panel Config. Look for VPainting01, bottom string, near the end.
painting00=Registration/Registration.html?font_color=***white***, 0, 0, 256, 64
In the above line, white is also where you would put in the Hex 0x number for custom colors.

Custom Registration Numbers System

1

This is the Aircraft Config which you can open with either Notepad or Notepad++. atc_id_font adn atc_id_color are presently non functioning entries.

Color of font

Registry Number


```
;====================== FLTSIM ======================



[FLTSIM.0]
Title="Quickie Q200 01"
Model=""
Panel="Blue"
Sound=""
Texture="white"
KB_Checklists=""
KB_Reference=""
description="P??"
wip_indicator=0
ui_manufacturer="Quickie Aircraft Corp"
ui_type="Q200"
ui_variation="Blue Stripe"
ui_typerole="Single Engine Prop"
ui_createdby="Lionheart Creations"
ui_thumbnailfile=""
ui_certified_ceiling=9000
ui_max_range=500
ui_autonomy=2
ui_fuel_burn_rate=5
atc_id="N300W"
icao_airline=""
atc_id_enable=1
atc_airline=""
atc_flight_number=""
atc_heavy=0
atc_id_color="0x00000000"
atc_id_font=""
isAirTraffic=0
isUserSelectable=1
isFlyable=1
Effects=""
atc_parking_types="RAMP"
atc_parking_codes=""
```

2

Various Panel Folders ‘Colors’ are for Registry Fonts/colors, not panel colors.

panel	8/3/2021 1:20 PM	File folder
panel.Black	8/4/2021 4:11 PM	File folder
panel.Blank	8/4/2021 3:39 PM	File folder
panel.Blue	8/4/2021 3:16 PM	File folder
panel.Dark Gray	8/5/2021 12:12 PM	File folder
panel.Gray	8/4/2021 3:42 PM	File folder
panel.LHC	8/3/2021 1:20 PM	File folder
panel.M	8/4/2021 2:57 PM	File folder
panel.Tan	8/4/2021 3:53 PM	File folder
panel.White	8/4/2021 4:09 PM	File folder
panel.Yellow	8/6/2021 6:20 PM	File folder
sound	7/26/2021 9:31 PM	File folder
Texture	8/23/2021 11:45 AM	File folder

Q in Stormy Skies

Weather effects and rain sounds greet the Q pilot; the taps on the plexi bubble, the streaming drops along the perspex.

Rain drops on the Plexi bubble

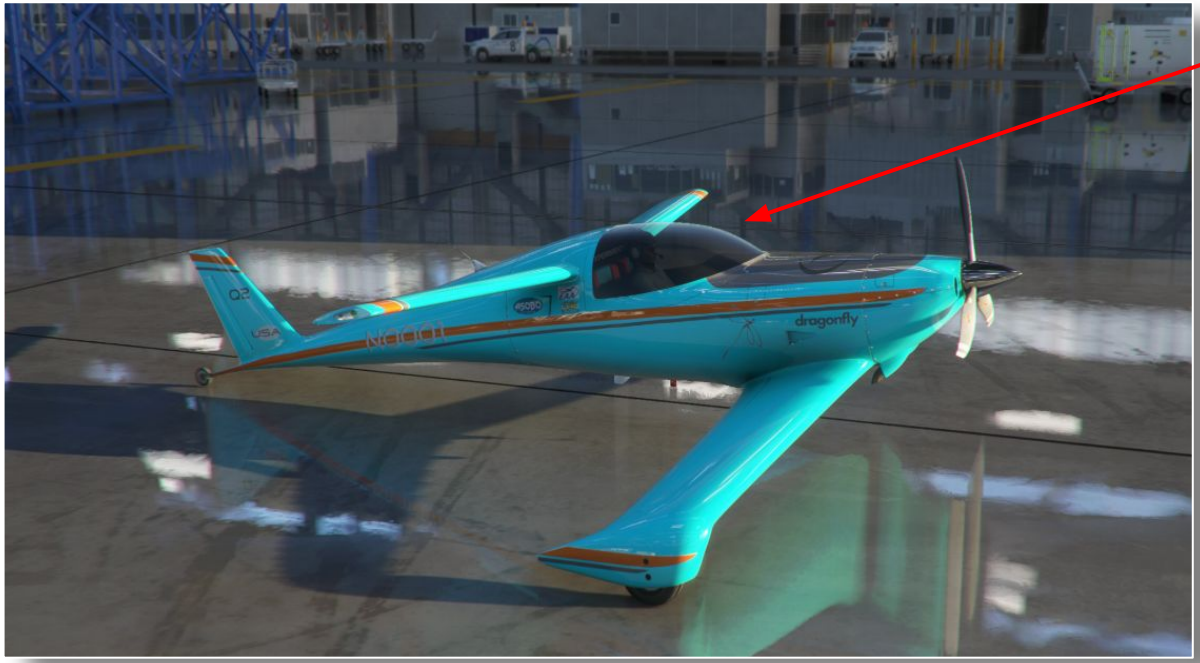
Photo by Bill Ortis


COM
127.300
124.850
VLOC
110.50
113.90
VOR
RAD
DIS
ENR
DTK 310°M
TRK 310°M
DIS 59.3nm
ILGB
KNFG
KNKX
KSAN
PGY
OCN → TIMEAPP
GS 147kt
ETE 43:29
GPS
NAV
RNG
MENU
CLR
ENT
DEFAULT NAV
COM/VLOC
PUSH C/V
PUSH CRSR
CDI
OBS
MSG
FPL
VNAV
PROC
IDT
FL 030
ALT 5656
XPDR
0 1 2 3 4 5 6 7
CLR
VFR
Com1
Nav 1
MKR
ADF
DME
Com2
Nav 2
ICS
AUX
SPR
Transmit
AP
HDG
NAV
LVL
VS
ALT
UP
DN
VERTICAL SPEED
100 FEET PER MINUTE
HOURS
FUEL
NAV
STR
LND
BAT
AVN
Quickie Q-200

Plexiglass Tint Adjustment

Some like their tinted perspex dark, some like it medium, and some like it clear. So LHC provides you with the option to over-ride the tint effect via the Tint Selector. 3 settings; Dark, Medium, and Lite. Its nearly clear, but not quite.

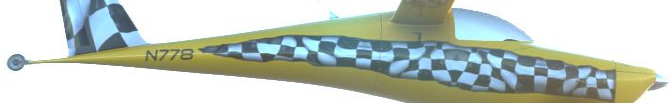
The 'Plexi Tint button' is found on the right side of the panel, very far right on the side edge. 3 Clicks and then it cycles back. Dark....Medium Tint....Almost Clear



Balance of Power

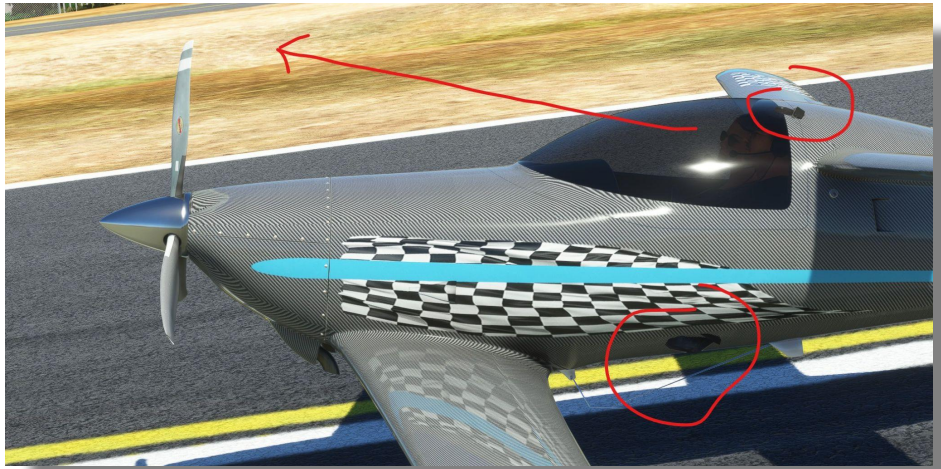
In the Q-200, you are in a plane that weighs about 500 lbs total before fuel and passengers. A very lite aircraft. You have a 100 HP engine. The power to weight ratio is high. On your take-off roll, if you give the Q power 'fast', your plane will want to veer left until you are up in speed, then she veers right. The BEST way to handle a take-off is NOT with full power 'quickly', but gently, slowly, giving her power and get her moving, getting to perhaps 60% throttle, and you should then be ready to rotate for take-off. If you attempt a full throttle - zero speed take-off, it will be crazy trying to keep her straight. Imagine doing that in a powerful Pitts biplane or Extra E330 or P51 Mustang. Not good. Same with the Q. Steady, slow acceleration, rotate, and lift-off.

SLOW ACCELERATION = STABLE GROUND HANDLING ON TAKE-OFF's ....!



Why not animated Asobo Pilots?

Where are my cool Asobo pilots at? Why isn't this guy animated? Why can't I change out the pilots?
Sadly, the radical, laid back shape of the cabin of the Q-200 caused issues for the Asobo pilots which need to fit inside of the laid back cabin. In this case, when you adjusted them to the right area, they faced upwards as they were leaning back in the 'sportscar' like seats. Their heads also popped up through the bubble and their pants came through the bottom of the fuselage. Adjusting them to look forward had their feet sticking out the belly of the fuselage. So until they can be figured out how to fit better, for now, they have to be shelved until a way is found to get them to fit in such a small, laid back cockpit area. :(



TAP SPACEBAR TO RAISE UP IN YOUR SEAT TO SEE OVER THE COWLING ON TAKE-OFF'S AND AFTER LANDING.

Quickie Q-200

Photo by Bill Ortis

OshKosh Camping Mode

Quickie Q-200

OshKosh Camping Mode

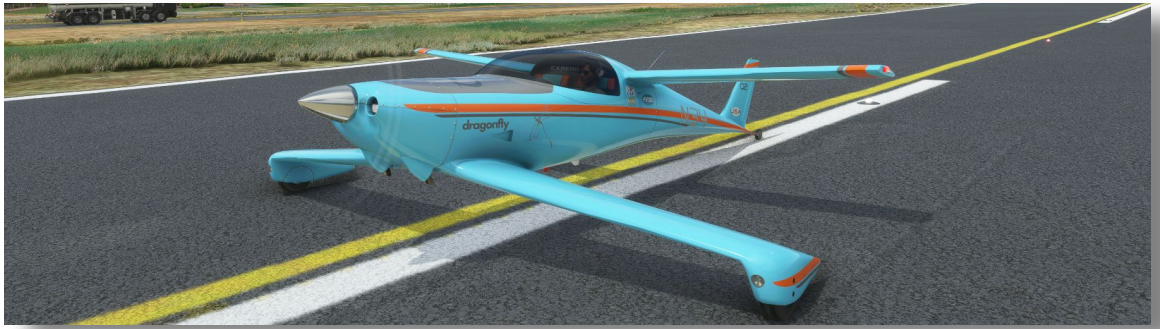
Your new Q200 sport homebuilt is equipped with two small tents for campout adventures, such as OshKosh and other airshows and get-togethers.

A small black round button on the far right side of the cabin controls the tents. You must be on the ground and not moving for them to appear.

OshKosh Mode Button


Take-Off
D-QTWO
dragonfly
Quickie Q-200
Photo by Bill Ortis

Take-Off



PRECHECK

LINEUP

LAUNCH

ROTATION

CLIMBOUT

Precheck

Fuel systems check, booster pump if at high altitude or weather conditions require. Flexor active if needed. Trim settings to neutral. Brake off. Mixture to full.

Lineup

Your Q-200 is like a little sportscar, low to the ground and corners incredibly well. You should have no problems lining up with the runway. Tap 'space bar' on your keyboard to raise up in your seat to see over the cowling better.

Launch

The Continental O-200 is quite powerful and your plane is very lite.. If you stab the throttle, you will zig-zag, first left, then right as the tail lifts and gyroscopics effect your yaw. Try slow acceleration, rolling at first, and speeding up as you accelerate. You will probably only use 50% throttle on your take-off run to the point of rotation. Continue throttle input to roughly 70 to 85% as you lift off. Try to allow her to get aerodynamically stable with the rudder as you begin our roll.

Rotation

When you are climbing up to 60 knots, you will probably have the tail lift up by then, the rear wing lifting up the craft's back end. I usually rotate to flight at 80 knots. It will come quick, even with slow roll-out start's.

Climbout

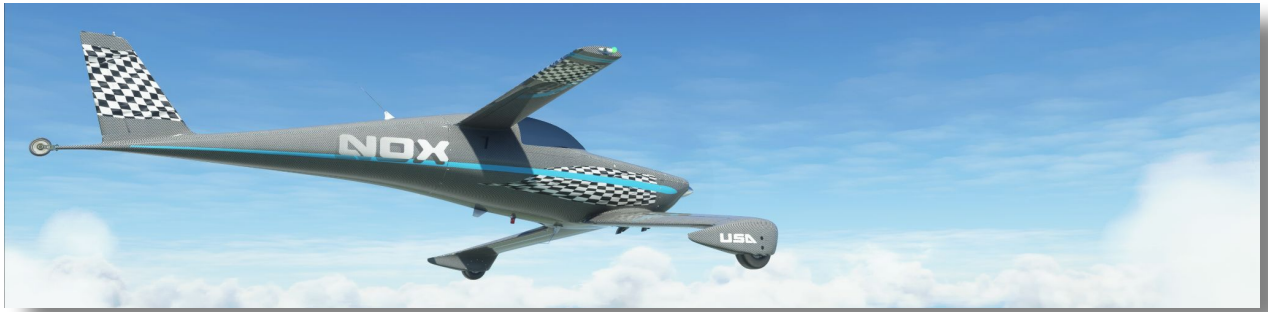
The Q-200 on this build for MSFS climbs like a little rocket. With half tanks, you could do 2,000 FPM. Full tanks, you probably should stick with 1200 to 1500 FPM climbouts.

Flight

Quickie Q-200

Photo by Greg Martin

Flights



Climbout

The Q-200 is a rocket, just like a Pitts biplane or Extra 330. Not as powerful as those, but much lighter and so she has a good power to weight ratio. In this model, you can easily climb at 2000 FPM. Just remember, you have a very small fuel tank.

High Altitude

The Q flies well at 9,000 to 11,000 feet and with 60 to 75% power. You should watch 'Ground Speed' (GS) on your GNS530 GPS unit for actual speed at higher altitudes. Watch your Header tank fuel level as you will need to transfer fuel continuously on long flights to keep fuel going to the engine.

Descending

The Q is highly aerodynamic and will tend to not want to slow down much on descents. You will need Flexors active to slow down. I use one notch of flexors when turning onto final, and coming up on the fence, I flip the lever to full Flexor. Watch your speed.

LEVEL

AUTOPILOT

CLIMB

HIGH FLIGHT

DESCENT

Level Flight

I have noticed the Q tends to veer to one side, due to her dual-opposite-dihedral X-Wings. She should trim out nicely, but will tend to always want to turn slightly. For a relaxing flight, flip on the AP.

Autopilot

I have included a fictional 'bare bones' Autopilot system that enables you to do level flight, heading following, NAV following of flight plans, and also a VS system for maintaining attitude control for climbing and descents.

Landings

Landings

Pattern

Q is a sleek, fast flying ‘sports car’ of a plane. You will need to slow her down for pattern (100 to 120 knots). You shouldn't need Flexor input yet, but you will begin to notice she doesn't decelerate fast.

Over the Fence

Getting close to touch down should be about 70 knots. To begin letting her sit down, get to about 60 knots and the Q will gently come down. Slight nose up attitude and try to touch the tail first to the ground. If you hit hard on your main gear, your plane will hop as you bump the wings upwards, facing her up. You want to let her gently put down on all three gears at once, or tail first. And gently. Gentle is ‘key’.

Setup

As you have noticed, this particular build of Q-200 is very light on ailerons and elevators are spongy because of low-distance-leverage from CG point. At slow speeds, she will react ‘more so’. Be gentle.

110 120 KNOTS

80 KNOTS

70 KNOTS

55 KNOTS

15 KNOTS

Final

On final, you will notice your speed not slowing, so add some Flexor input, at least one notch early into the descent, then second notch as you approach the fence. You will get some nose up attitude as well as moderate deceleration. Manage your speed well. 80 to 90 knots on final before the fence.

Touchdown

At 55 to 60 knots, the Q will gently begin to come down. Pull back gently to create a slight nose up attitude and try to touch the tail first to the ground. This will help to keep her from bouncing. Gentle is key. No harsh movements at lower airspeeds under 100 knots.

Quickie Q-200

Photo by Greg Martin

Autopilot Management

AUTOPILOT MASTER

When you turn on the AP master, your plane automatically goes into 'Attitude Hold' mode and also 'Wing Level' mode. You should not turn on AP until your attitude of climb or descent is where you want it. Then click AP.

LEVEL MODE

This will put the Q into flat flight mode, level wings and altitude hold.

VERTICAL SPEED MODE

You can select this to adjust climb or descent. Mouse-over or mouse-wheel control via the thumb wheel next to the VS button.

AP · ALT · LVL · HDG-NAV · VS

ALTITUDE HOLD AND SETTING

You can 'Lock' altitude by having AP on and then clicking 'ALT' button. This locks your ALT at present altitude. You can then change the setting via the knob. Only the Mouse-Control will allow you to 'see' your ALT setting.

HEADING AND NAV MODE

Your mini 'basic' AP computer has HDG guidance as well as NAV mode which will follow a preset flight plan which you can monitor on the GNS530 unit. To flip between GPS and NAV guidance, you must click the CDI button on your GPS unit. This flips between NAV and GPS input. Remember, this is a bare bones AP system designed mainly to just help you on take-offs and long flights.

Autopilot Management

Page 2

TIPS AND TRICKS

AP QUICK HOLD

When you turn on the Autopilot, your AP system immediately goes to 'wings level mode' (LVL). Your 'attitude' will also 'lock' so if you are climbing out at 1200 FPM, your attitude 'should' lock at that angle of climb. You can now go about doing other setups in the plane as your AP manages your climbout. To change HDG and VS, just, turn off the AP, change your heading and climb rate manually, then click AP again to hold that. Sometimes it will not hold VS, and I have no idea why, but normally it will. Re-clicking VS should get VS to reset to your desired climb or descent rate.

CLIMB OR DESCEND TO ALT SETTING

Set Altitude, then tap VS button. You must now roll thumb knob up or down with Mouse Wheel to adjust/setup an ascent or descent. You can also hold Left Mouse button down to see your VS setting and slide Mouse to adjust your VS setting.

Example of VS setup. Set ALT to a lower ALT, such as 2,000 feet while you are at 4,000 feet. ALT green light should be on. Now click VS, and adjust for -700 FPM descent. VS light will now be on, half luminescence, ALT will be off, plane will begin descent, and then at proper altitude, she will level off and ALT light will turn on.

HOLD ALTITUDE

Tapping the ALT button with AP already on will 'lock' present altitude and make it active. The plane should then level off at that altitude.

ACTIVATING NAV FLIGHT MODE

First, you must have a flight plan setup.
Turn on AP. Turn on NAV. On the GNS530 GPS unit, turn on the CDI. This will switch navigational input to external source. Your plane should now head to the flight plan setting. This would be GPS mode.

APPROACH MODE

The Q has a very nice HSI unit. It has a built in set up Localizer and Glide Slope needles in it. This works, though you do not have 'Approach mode'. You cannot lock onto the beams for guidance, but you can use the needles to steer by as guidance to find the runway. Simply make sure your NAV entries and OBS setting are entered, and CDI button is active on the GPS 530, and if there is an ILS on the runway ahead of you, you should aquire the readouts on the needles. Again, it 'will not' follow the trek, it only shows you a readout on the needles for the runway ahead. This is a 'very very simple' AP unit. Bare bones system only.

ALTITUDE SETUP

Tapping the ALT button with AP already on will 'lock' present altitude and make it active. The plane should then level off at that altitude.

You can adjust your altitude up and down via the ALT Knob. If you hold Left Mouse on it, you can 'see' the ALT setting and sliding the Mouse 'left or right' with Left Mouse button still depressed will adjust the ALT knob setting faster then Mouse Wheel, and with you able to see your settings.

HEADING SETTING

To set your plane to follow heading, simply adjust the HSI compass heading (orange) to desired heading and then click HDG button.

NOTE: A bug in MSFS will occasionally surface and the compass might become 'off' course slightly. Simply tap D key to reset heading of compass.

Quickie Q-200

NIGHT FLIGHT MODE IN THE SLEEK Q-200. THE PANEL LIGHT SWITCH IS ACTUALLY A DIMMER AND ROCKS THROUGH 0 TO 100% FOR FINE TUNING THE PANEL LIGHTS BRIGHTNESS. YOU ALSO HAVE 'BLUE GLOW' INSTRUMENT FLOOD LIGHTS VIA 'DOME' LIGHT SWITCH.

Quickie Q-200

Photo by Greg Martin

Thank you.

Without your support, I could not bring this to you. Thank you for your purchases. God bless.

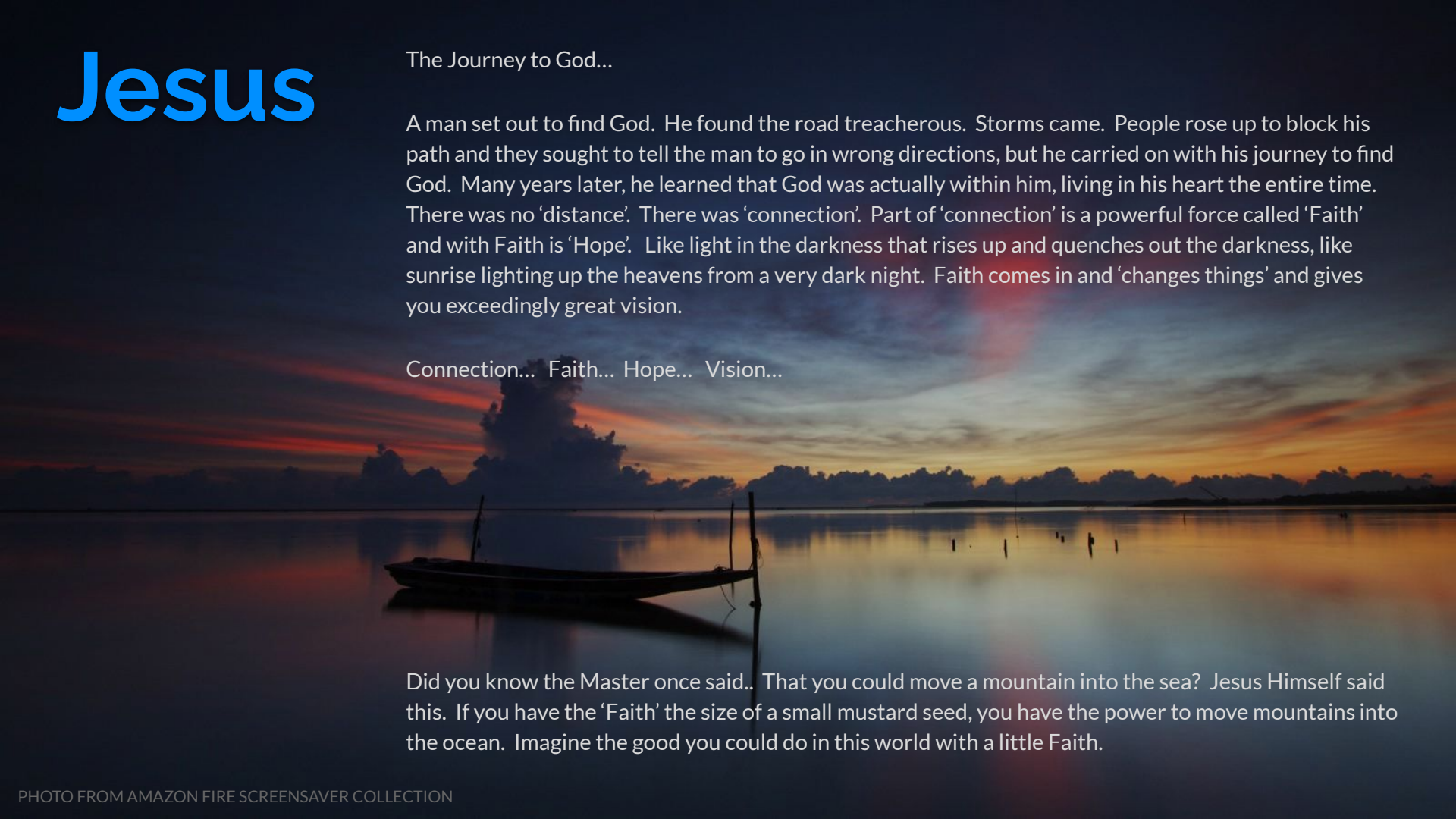
For more products, you can find my website at **lionheartsimulations.com**

Jesus

The Journey to God…

A man set out to find God. He found the road treacherous. Storms came. People rose up to block his path and they sought to tell the man to go in wrong directions, but he carried on with his journey to find God. Many years later, he learned that God was actually within him, living in his heart the entire time. There was no 'distance'. There was 'connection'. Part of 'connection' is a powerful force called 'Faith' and with Faith is 'Hope'. Like light in the darkness that rises up and quenches out the darkness, like sunrise lighting up the heavens from a very dark night. Faith comes in and 'changes things' and gives you exceedingly great vision.

Connection… Faith… Hope… Vision…



Did you know the Master once said.. That you could move a mountain into the sea? Jesus Himself said this. If you have the 'Faith' the size of a small mustard seed, you have the power to move mountains into the ocean. Imagine the good you could do in this world with a little Faith.

PHOTO FROM AMAZON FIRE SCREENSAVER COLLECTION