

QUICKSILVER

GT400



LAMA CERTIFIED - The first and only single seat ultralight certified to an FAA recognized airworthiness standard.

The GT 400 remains in a class of its own; the undisputed top of the line in single seaters. The Light Aircraft Manufacturers Association (LAMA) recognized that behind its simple structure are thousands of hours of development and testing; volumes of manuals, documentation, and drawings; and an immortal "classic" design that flies beautifully.

The GT 400 flies quietly and smoothly. It has great roll response and excellent pitch stability throughout its speed range. You will find that the GT 400 is a responsive and fun plane. With or without flaps, the GT 400 handles crosswinds easily and is capable of the softest landings you'll ever experience in any plane. Touchdowns are smooth with the landing gear suspension absorbing the bumps. On the ground it can taxi in tight circles.

STANDARD FEATURES

* Spring Loaded, Steerable Nose Wheel * Double Surface Wings * Extra Ribs for Firm Airfoil * Conventional 3-Axis Controls * 4 Position Flaps * Ground Adjustable Trim Control * Tapered Wing * Excellent Crosswind Capability * Easy Handling and Responsive Control * State-of-the-Art Landing Gear Suspension * Short Takeoff & Landing * Virtually Vibration-Free Engine Mount * Lowest Cockpit Noise Level of all Ultralights Tested * 72 mph Cruise Speed (Optional Configuration) * Quicksilver's Famous Quality * 20 Minute Set-Up and Breakdown * Adjustable Pilot Seat * Removable 5 Gallon Fuel Tank * Airspeed Indicator Included * Extraordinary Visibility * Delivered in Easy-to-Assemble Kit (Average 60 to 90 Hours) * Easy Maintenance and Repair * Six-Month Written Limited Warranty (See Dealer for Details) * Wide Range of Options Available

SPECIFICATIONS - Strut Braced Wing

POWERPLANT & PROPELLER

Type: **Rotax with Gear Drive**

No. of Cylinders
Displacement
Horsepower
Recommended TBO
Propeller

STANDARD CONFIGURATION

R447
2
436.5 cc
40 hp
250 hrs
60 in x 36 in

R503
2
496.7 cc
50 hp
250 hrs
68 in x 32 in

OPTIONAL CONFIGURATION

R447
2
436.5 cc
40 hp
250 hrs
60 in x 36 in

R503
2
496.7 cc
50 hp
250 hrs
68 in x 32 in

GENERAL

Length
Height
Wingspan
Wing area
Wing loading
Power loading
Seats
Minimum flight crew
Empty weight * **
Useful load
Payload w/full fuel
Max takeoff weight
Fuel capacity

19 ft 9 in
6 ft 6 in
30 ft 0 in
146 sq ft
3.9 lb/sq ft
14.25 lb/hp
1
1
276 lb
294 lb
264 lb
570 lb
5 U.S. gal

19 ft 9 in
6 ft 6 in
30 ft 0 in
146 sq ft
3.9 lb/sq ft
11.4 lb/hp
1
1
286 lb
284 lb
254 lb
570 lb
5 U.S. gal

19 ft 10 in
6 ft 6 in
30 ft 0 in
146 sq ft
3.9 lb/sq ft
14.25 lb/hp
1
1
306 lb
264 lb
234 lb
570 lb
5 U.S. gal

19 ft 10 in
6 ft 6 in
30 ft 0 in
146 sq ft
3.9 lb/sq ft
11.4 lb/hp
1
1
316 lb
254 lb
224 lb
570 lb
5 U.S. gal

PERFORMANCE

Takeoff distance, ground roll
Takeoff distance, 50 ft obstacle
Rate of climb
Max level speed, sea level
Landing distance, 50 ft obst (with brake)
Landing distance, ground roll (with brake)
Glide Ratio
Minimum sink rate

75 ft
215 ft
1000 ft/min
61 mph
350 ft
100 ft
7.0:1
450 ft/min

60 ft
155 ft
1540 ft/min
66 mph
350 ft
100 ft
7.0:1
450 ft/min

80 ft
235 ft
940 ft/min
72 mph
350 ft
100 ft
7.5:1
450 ft/min

65 ft
169 ft
1450 ft/min
78 mph
350 ft
100 ft
7.5:1
450 ft/min

CRUISE PERFORMANCE CHART

@ 55% power 5300 rpm
@ 65% power 5600 rpm
@ 75% power 5900 rpm
@ 100% power 6500 rpm

51 mph
55 mph
58 mph
61 mph

55 mph
59 mph
62 mph
66 mph

59 mph
63 mph
67 mph
72 mph

64 mph
68 mph
72 mph
78 mph

FUEL FLOW/RANGE

@ 55% power (gph/mi)
@ 65% power (gph/mi)
@ 75% power (gph/mi)
@ 100% power (gph/mi)

3.00/85
3.50/78
4.00/72
4.50/67

3.67/75
4.33/68
5.00/62
6.67/53

3.00/98
3.50/90
4.00/83
4.50/80

3.67/87
4.33/79
5.00/72
6.67/58

LIMITING AND RECOMMENDED SPEEDS

Vx (Best angle of climb)
Vy (Best rate of climb)
Va (Design maneuvering)
Vne (Never exceed)
Vs1 (Stall, flaps up, power off)
Vs0 (Stall, flaps down, power off)
Landing approach speed

32 mph
41 mph
61 mph
74 mph
29 mph
27 mph
40 mph

32 mph
41 mph
61 mph
74 mph
29 mph
27 mph
40 mph

32 mph
41 mph
61 mph
74 mph
29 mph
27 mph
40 mph

32 mph
41 mph
61 mph
74 mph
29 mph
27 mph
40 mph

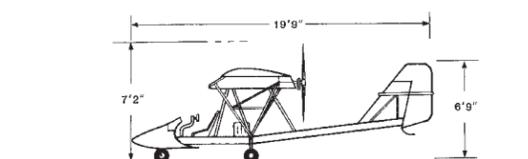
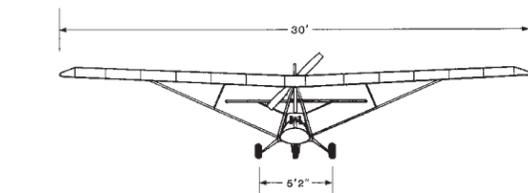
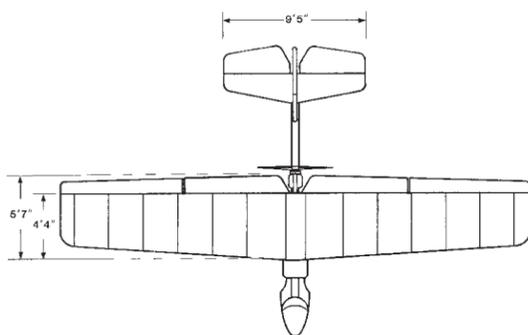
All specifications are based on the manufacturer's calculations. All performance figures are based on standard day, standard atmosphere, at sea level, and 175 lb pilot weight, unless otherwise noted. Information provided reflects this aircraft's maximum potential. *The empty weight is approximate due to 4% Mil Spec tolerance on materials. **The empty weight is shown with allowance made for pilot/vehicle recovery system deducted. This aircraft is not designed for aerobatics. Be sure to follow the owner's manual recommendations for flight and maintenance guidelines. The pilot is responsible for operating this aircraft in accordance with the applicable Federal & State Regulations. Flight training is required. Specifications and equipment are subject to change without notice. Only Quicksilver Mfg. approved accessories should be installed on this aircraft.

Quicksilver Manufacturing, Inc.

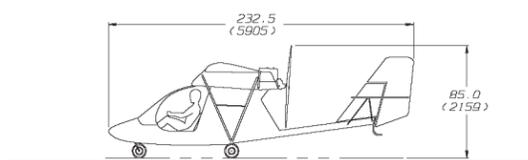
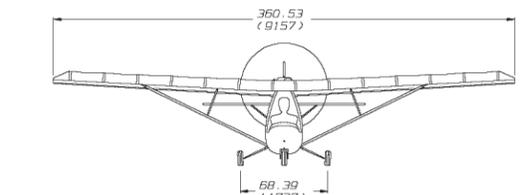
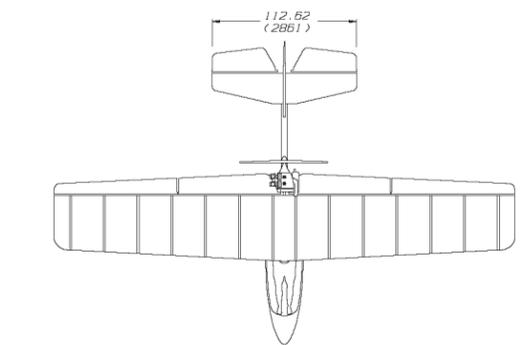
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STANDARD CONFIGURATION



OPTIONAL CONFIGURATION



QUICKSILVER
THE ORIGINAL

GT400



QUICKSILVER
THE ORIGINAL

GT400

Choose the GT 400 Version that Appeals to You.

With its choice of powerplant and configuration, the GT 400 offers something for everyone. All versions provide exceptional performance unequalled by any other similarly powered ultralight in its class. The standard configuration protects the pilot from the wind, yet keeps the open air feeling that makes flying so enjoyable. For even greater wind protection and faster flight speeds, upgrade to a full pilot cabin and windshield. The optional configuration features a larger nose fairing and a windscreen that gracefully sweeps up to the leading edge of the wings, sheltering the pilot from the wind while leaving the sides open.

The GT 400 is remarkably docile and easy to fly in either configuration. The pilot seat's location in front of the wing provides excellent visibility. Conventional three-axis controls are responsive without sacrificing low speed stability. The adjustable trim and flaps allow for positive slow flight and gentle stalls. Speed range is exceptionally wide in the GT 400 and short field capability is impressive.

A Complete Package...

Carefully compare Quicksilver's true assembly style construction and unique packaging system with other kits to really appreciate the difference. No other kit on the market offers such a superior aircraft with the quality and convenience of a Quicksilver. Packaged with all hardware and airframe tubing neatly shrink-wrapped on cardboard parts boards, every part is easily located and identified. First time builders can expect to assemble a GT 400 with 60 to 90 hours of simple labor. There is no need for welding, gluing, fiberglass lay-up, or parts fabrication. All that is needed are ordinary hand tools because precision machining, drilling, cable swaging, and major fabricating has been completed by skilled craftsmen at our factory. The easy-to-read assembly instructions and clear exploded-view diagrams make building your aircraft a simple and enjoyable experience.

Top right front cover photo courtesy Dan Johnson and Ultralight Flying Magazine
Aircraft shown may contain additional options.

