

QUICKSILVER

GT500

Certified to an FAA Airworthiness Standard

The GT 500's rugged construction is the first aircraft in its class engineered to meet an FAA recognized airworthiness certification standard, as well as many international certification standards. Its quality construction and thorough engineering ensure a long and low maintenance aircraft life. The GT 500 was designed for greater speed, better aerodynamics, superior performance, and a longer range. Remarkably docile and easy to fly, the GT 500 makes an ideal trainer. From agricultural and environmental service, to pilot training and law enforcement, to pure recreation, the GT 500 performs for those who demand the best.

STANDARD FEATURES

* Dual 3-Axis Controls * 3 Position Flaps * Inflight Adjustable Trim Control * Steerable Nose Wheel * 3 Blade Carbon Fiber Propeller (with Ground Adjustable Pitch) * Full Size Shock Mounted Instrument Panel With Keyed Ignition Switch, Remote Choke, and 8 Instruments: Tachometer, Temperature Gauge, Hobbs Meter, Compass, Altimeter, Vertical Speed Indicator (VSI), Front and Rear Seat Airspeed Indicators (R912UL Version Also Includes Oil Temperature and Oil Pressure Gauges) * Dual CDI Ignition * Parking Brake * Hydraulic Main Wheel Disc Brakes * Double Surface Wings * Extra Ribs for Firm Airfoil * Tapered Wing * Excellent Crosswind Capability * Easy Handling and Responsive Control * State-of-the-Art Landing Gear Suspension * Low Cockpit Noise Level * Quicksilver's Famous Quality * Adjustable Pilot Seats * Front and Rear Seat Shoulder Harnesses * Removable Doors: Can be Flown with the Doors On or Off * Extraordinary Visibility * Delivered in Easy-to-Assemble Kit (Average 160 to 190 Hours) * Easy Maintenance and Repair * Six-Month Written Limited Warranty (See Dealer for Details)

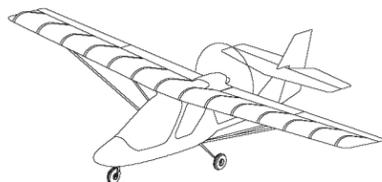
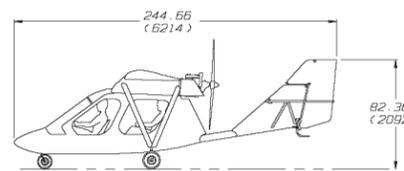
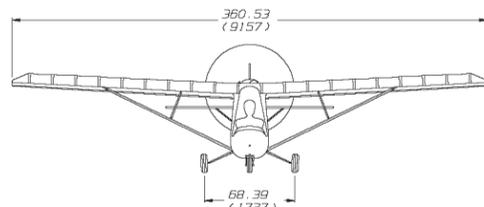
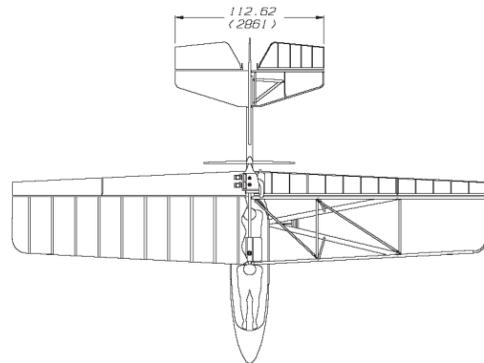
OPTIONS

* **Floats** - Whether flying for fun, fishing at remote spots, or collecting ecological data, floats improve the usefulness and versatility of your aircraft.

* **Avionics** - The full size instrument panel accommodates a wide variety of engine instrumentation and navigational avionics.

* **Ballistic Parachute** - In the event of a rare mishap such as a mid-air collision, this rocket deployed parachute, when opened, lowers the entire aircraft, with pilot and passenger.

* **Crop Dusting System** - Highly efficient and cost effective crop dusting can be done with the GT 500. With the available Spray Miser option, you can spray an average of 7 acres per minute, and 100 acres per load. The system is custom designed exclusively for the GT 500.



SPECIFICATIONS

POWERPLANT

No. of Cylinders
Displacement
Horsepower
Recommended TBO

PROPELLER

Type
Diameter
Pitch

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
Ultimate Load Factors

PERFORMANCE

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

CRUISE PERFORMANCE CHART

@ 55% power (rpm/mpH)
@ 65% power (rpm/mpH)
@ 75% power (rpm/mpH)
@ 100% power (rpm/mpH)

FUEL FLOW/RANGE

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

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

ROTAX 582 UL

2
580.7 cc
65 hp
250 hrs

3 Blade, Carbon Fiber
72 inches
17 to 19 degrees-LH

20 ft 5 in
6 ft 6 in
30 ft 0 in
155 sq ft
6.45 lb/sq ft
15.38 lb/hp
2
1
575 lb
425 lb
329 lb
1000 lb
16 U.S. gal
+ 6.0 g., -3.0 g.

With Doors Without Doors

220 ft
689 ft
650 ft/min
88 mph
580 ft
260 ft
7.5:1
540 ft/min

ROTAX 912 UL

4
1211 cc
80 hp
1000 hrs

3 Blade, Carbon Fiber
72 inches
17 to 19 degrees-LH

20 ft 5 in
6 ft 6 in
30 ft 0 in
155 sq ft
7.09 lb/sq ft
13.75 lb/hp
2
1
638 lb
462 lb
366 lb
1100 lb
16 U.S. gal
+ 6.0 g., -3.0 g.

With Doors Without Doors

244 ft
621 ft
655 ft/min
97 mph
905 ft
390 ft
7.0:1
555 ft/min

5300/71
5600/75
5900/79
6500/87

5300/68
5600/72
5900/75
6500/83

4500/75
4800/79
5000/83
5500/91

4500/70
4800/75
5000/78
5500/86

4.5/255
5.0/235
5.6/225
7.5/185

4.5/240
5.0/225
5.6/215
7.5/175

3.7/320
4.3/295
4.9/270
6.3/230

3.7/300
4.3/280
4.9/255
6.3/215

47 mph
55 mph
90 mph
103 mph
45 mph
39 mph
51 mph

47 mph
55 mph
90 mph
103 mph
45 mph
39 mph
51 mph

50 mph
58 mph
94 mph
103 mph
47 mph
42 mph
55 mph

50 mph
58 mph
94 mph
103 mph
47 mph
42 mph
55 mph

All specifications are based on the manufacturer's calculations. All performance figures are based on standard day, standard atmosphere, at sea level, and 1000 lb takeoff weight with 582 or 1100 lb takeoff weight with 912UL, unless otherwise noted. Information provided reflects this aircraft's maximum potential. *The empty weight is approximate due to 4% Mil Spec tolerance on materials. **Using takeoff weight of 1000 lb for GT 500 with Rotax 582 and 1100 lb for GT 500 with Rotax 912UL. 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.

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QUICKSILVER
THE ORIGINAL

GT500





GT500



Precision Engineered for Performance

The GT 500 development program was initiated with the goal of producing the best performing Quicksilver ever. Our aim was to design an aircraft that would transcend the category of ultralight and provide general aviation with the entry level aircraft it so needs. We achieved that goal. Utilizing CAD/CAM design and engineering techniques for which our engineers have won awards, and the most extensive R & D testing in the industry, we designed for more speed, better aerodynamics, and a greater range. The GT 500 can climb from 0 to 10,000 feet in just 8.5 minutes*, and can cover 100 miles in about 70 minutes. When you add the superb handling characteristics that have been the Quicksilver hallmark, you have an aircraft that delivers pleasure as well as performance.

FAA Type Certificated Design

The GT 500 is the first aircraft in its class to receive FAA Type Certification in the Primary Aircraft Sport Plane category. Quicksilver is the only U.S. ultralight manufacturer that builds aircraft to these high standards. The GT 500 is certified to many international airworthiness standards and is recognized worldwide as a light plane industry leader. The quality construction and thorough engineering ensures a long and low maintenance aircraft life.

An Ideal Trainer

The GT 500 is remarkably docile and easy to fly. The dual three-axis controls are responsive without sacrificing low speed stability. The adjustable trim and flaps allow for positive slow flight and gentle stalls at about 30 mph. The GT 500 cruises from 55 to 80 mph, with a top speed of about 90 mph.** Only 140 feet are required for the take-off roll.*** A generous useful load capacity (see specifications) can easily accommodate two people and some extra gear.

*Solo pilot, standard day, climb prop **Top speed with doors ***2 average people, standard day. Aircraft shown may contain additional options.

A Serious Aircraft... For People Who Demand The Best

Quicksilver aircraft do serious work in every part of the world. They are used for aerial survey, GIS mapping, photography, environmental monitoring, law enforcement, pollution control, advertising, and political promotion. Agricultural applications include crop dusting cotton in Peru and Pakistan, rice in Panama and Thailand, corn in Mexico, and bananas in Ecuador. They are widely used for cattle spotting and irrigation or fence inspection. In fact, Quicksilvers can be used for just about any job that conventional light aircraft are used for, but more cost effectively. With the available options, you can easily customize your GT 500 to suit an almost endless variety of applications.

Quicksilver aircraft are excellent for scientific use. Their ability to access remote areas, and their low operating cost make them especially attractive to research agencies. Such a program is the NASA funded environmental research program at Oregon State University. When they needed a data collection source to supplement existing information sources, they chose the GT 500. The versatility, reliability, ease of operation, and stable low speed flight characteristics made it the perfect choice.

From agricultural and environmental service, to pilot training and law enforcement, to pure recreation, the GT 500 performs for those who demand the best.

The GT 500 Starts Performing as Soon as It's Out of the Box

We engineered performance into the GT 500's assembly so that you can spend your free time flying instead of building. Even though it is Quicksilver's most sophisticated aircraft, it takes only about 160 to 190 hours for a first time builder to assemble. There is no need for welding, gluing, fiberglass lay-up, or parts fabrication. You can easily do the whole job with ordinary hand tools. Everything you need to get into the air is in the kit. The easy-to-read assembly instructions and clear computer-generated, exploded-view diagrams make building your aircraft a simple and enjoyable experience.

