

THE QUICKSILVER GT 500

by Jon Thornburgh

The Quicksilver GT 500 is a unique, fun to fly, FAA certified airplane. The airplane was originally designed and flown as an "ultralight" aircraft.

After extensive testing and review by the FAA, the GT 500 received a type certification as a "Recreational" aircraft in August 1994.

Although Certified, the GT 500 retains many ultralight characteristics, such as being able to take off and land in a very short distance. It is also easy to fly, and the Rotax engine is simple to operate. For example, there is no mixture control or carburetor heat to worry about. The GT 500 is also less expensive to operate than any other general aviation aircraft.

There is no FAA license required to fly an ultralight, nor is a medical exam required. The ultralight pilot's licenses are awarded by several organizations independently of the FAA. Those organizations are the United States Ultralight Association, the Aero Sports Connection, and the Experimental Aircraft Association.

In conjunction with these organizations, ALEXAIR has made arrangements for students to receive ultralight training in the GT 500.

The specified flight time to become an ultralight pilot is only 10 hours.

Until now, ultralight training has only been available at airfields in rural areas. FAA regulations do not allow ultralights to be flown within the city. However, the certified GT 500 can be flown within the city, so now you can begin your ultralight training without driving to distant airports.

Once you receive your ultralight pilot's license, you will be able to fly alone, without an instructor. ALEXAIR has joined forces with two ultralight flight schools: one located at Perris, and the other in Hemet. Ultralights are available for rent at these schools.

At both Perris and Hemet there are beautiful wide-open spaces for you to enjoy flying away from the city. Hemet and Perris are located about 90 miles east of Los Angeles.

What is really special about the certified GT 500 is that it can also be used to receive training toward a Recreational Pilot's License or a Private Pilot's License. In fact, your training in the GT 500 can be counted toward all three pilot's licenses: Ultralight, Recreational, and Private.

THE GT 500 IS THE ONLY AIRPLANE IN WHICH YOU CAN TRAIN FOR ALL THREE LICENSES AT THE SAME TIME!

Now is your chance to fulfill the dream of a lifetime, and learn to fly. Call and ask about the easy to fly, versatile, and inexpensive Quicksilver GT 500.

Contact flight instructor Jon Thornburgh at voice mail 800-971-8710 or at home 310-540-1862.

Call ALEXAIR at 310-326-3338 or flight instructor Jon Thornburgh at 310-540-1862.

THE QUICKSILVER GT-500

The airplane now flying is a Quicksilver GT-500. It is the only ultralight-type aircraft, which is FAA certified. It is available for training flights at ALEXAIR AVIATION.

The GT-500 will take off and land in only a few hundred feet. It can fly between 40 and 100 miles per hour, and climb at a thousand feet per minute. It can do full circle turns within the width of the runway.

The maximum weight is 1,000 pounds. The airplane carries 16 gallons of fuel, and has a range of 300 miles. During training flights the student sits in front and the instructor sits in back.

The airplane is equipped with the standard flight and engine instruments, including a radio and transponder.

The GT-500 can also be an ultralight or an experimental airplane. An FAA pilot's license is not required if the airplane is flown as an ultralight. However, as an ultralight the airplane must be flown in rural areas only.

The other ultralight-type airplanes you see at ALEXAIR are actually experimental certificated airplanes. Experimental airplanes are not limited to flight in rural areas. An FAA pilot's license is required to fly an airplane in the experimental category.

During this flight the pilot will demonstrate the maneuverability of the GT-500, including steep turns, slow flight, and short takeoffs and landings.

After the demonstration you may see the Quicksilver GT-500 and talk to the pilot at ALEXAIR.

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