

MX II Sprint

The MX II Sprint is ideal for the recreational flier and flight schools. Its high lift, partial double surface wings give it an exceptionally short take-off roll and predictable handling at very low flight speeds. These characteristics make the MX II Sprint easier to learn to fly than anything in its class. When equipped with floats, the MX II Sprint's high lift wing will get you out of the water quicker and have you landing slower.

The MX II Sprint's simple design and bolt together construction make preflight inspections and routine maintenance a breeze. And as with all other Quicksilvers, its true assembly-style kit will have you flying in days, not weeks or months.

SPECIFICATIONS

POWERPLANT	
Model	Rotax 582
No. Cylinders	2
Displacement	580.7 cc
Horsepower	64 hp
Recommended TBO	250 hrs
Propeller	68" x 36"
Length	18 ft - 1/2 in
Height	9 ft - 1 in
Wingspan	32 ft - 7 in
Wing area	180 sq ft
Wing loading	4.0 lb/sq ft
Power loading	11.25 lb/hp
Seats	2
Minimum ight crew	1
Empty Weight	330 lbs
Useful load	390 lbs
Payload w/full fuel.	354 lbs
Max takeoff weight	720 lbs
Fuel capacity	6 gals
PERFORMANCE	
Takeoff distance, ground roll	79 ft
Takeoff distance, 50 ft obstacle	202 ft
Rate of climb	1145 fpm
Max level speed, sea level	60 mph
Landing distance, 50 ft obstacle	240 ft
Landing distance, ground roll	75 ft

Glide Ratio	4.5:1
Minimum sink rate	630 fpm
CRUISE PERFORMANCE CHART	
At 55% power (rpm/mpg)	5000/42
At 65% power (rpm/mpg)	5300/50
At 75% power (rpm/mpg)	5600/56
At 100% power (rpm/mpg)	6500/60
FUEL FLOW	
At 55% power (gpm/mi)	4.1/61
At 65% power (gpm/mi)	4.8/63
At 75% power (rpm/mpg)	5.6/60
At 100% power (rpm/mpg)	7.4/48
AIRSPEEDS	
Vx (Best angle of climb)	36 mph
Vy (Best rate of climb)	39 mph
Va (Design maneuvering)	64 mph
Vne (Never exceed)	75 mph
Vs1 (Stall, power 0°)	27 mph
Vs0 (Stall, flaps down, power 0°)	N/A
Landing approach speed	45 mph
KIT COST	

Contact local dealer or Quicksilver for Price

FEATURES

- Six Month Limited Warranty (See Dealer For Details)
- Dual CDI Electronic Ignition, Dual Carburetor Engine
- Steerable Nose Wheel Standard
- Main Wheel Brakes
- High Lift, Partial Double Surface Wings
- Extra Ribs for Firm Airfoil
- Conventional 3-Axis Controls
- 68" Propeller for More Power With Less Noise
- New, Wider Cabin for Greater Pilot Comfort
- Inflight Adjustable Trim Control
- Tapered Stabilizer
- Tubular Braced Tail
- Excellent Crosswind Capability
- Easy Handling and Responsive Control
- Short Takeoff and Landing
- Quicksilver's Famous Quality
- Easy-to-Assemble Kit (Average 40 to 60 Hours)
- Airspeed Indicator Included

NOTE: All specifications are based on manufacturer's calculations. All performance figures are based on standard day, standard atmosphere, at sea level and 350 lb. crew weight, unless otherwise noted.

The performance shown reflects this aircraft's maximum potential.

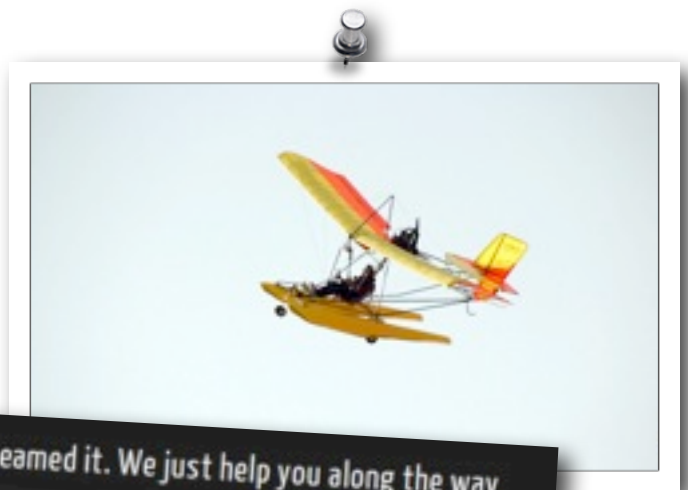
Flight training required. Specifications subject to change without notice. This aircraft is not designed for aerobatics. Be sure to follow the owners manual recommendation for maintenance guidelines.

The pilot is responsible for operating this aircraft in accordance with the applicable Federal and State Regulations.

All specifications are based on manufacturers calculations.

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

This information is for reference only, please consult Quicksilver or one of it's dealers for exact and up to date specifications.



You dreamed it. We just help you along the way