



Why did Mid Island Flying School switch from C152's to Bristell LSA aircraft? Aug 2020

Hi, I am Lou Mancuso, "The Landing Doctor".

Mid Island was founded by Lou Mancuso Sr. in 1946 and has been teaching Long Islanders to fly for over 74 years in Cessna aircraft. The Cessna aircraft has been a great reliable trainer for Mid Island and Cessna Skyhawks will remain in the fleet for many years.

Mid Island's first Skyhawks cost about \$15,000. A new Skyhawk (C172) with Garmin 1000 avionics and autopilot cost about \$450,000. A C172 is 39 inches wide, climbs at about 500 FPM, and cruises at about 115 knots on a fuel burn of about 8 gph of \$6.00 per hour 100LL which may not be available in a few years. It has a 160 HP Lycoming engine that has not been improved in over 70 years. Cessna focus is on selling Cessna Jets and C172 parts are continually getting extremely expensive. You must buy parts from Cessna and replacement parts must be yellow tagged.

Cessna does not seem interested in selling single engine aircraft and has not only discontinued production of their Skycatcher training aircraft but destroyed all their inventory and announced they will not support the existing fleet of Skycatchers they sold.

Let's compare aircraft and you can see why MIFS has replaced C152's with Bristells.

	152	172	Bristell
COST	NA	\$450,000	\$150,000
CABIN WIDTH IN INCHES		39"	51"
HORSE POWER		160	100
FUEL BURN IN GALLONS PER HOUR		8	5
COST OF FUEL PER GALLON		\$ 5	\$ 3
Cost of fuel per hour		\$40	\$15
Cost per hour for parts		\$20	\$ 5
Depreciation per hour		\$30	\$ 10
Hourly Operating costs		\$95	\$ 33
Cruise speed		115 kias	118 kias
CLIMB IN FEET PER MINUTE		500 fpm	600 fpm
Mixture control		yes	no
Chance of fire during winter starts		yes	no
Probability of Alternator failure		likely	not likely
Require A&P for 100 hours		yes	LSRM
Require AI to sign off annuals		yes	A&P only
Require expensive TSO'd Avionics		yes	no
Have superior visibility to see traffic		no	yes