

A blue and white Bristell 912iS Sport LSA aircraft is shown from a low-angle, rear-quarter perspective. The aircraft is parked on a runway or taxiway. The tail fin is white with the word "BRISTELL" written on it. The fuselage is primarily blue with white accents. The aircraft has a high-wing configuration and a tricycle landing gear. The background is a clear, light blue sky.

# BRISTELL 912iS Sport LSA Fuel Injected

**100 HP Rotax with ECU, Electronic Control Unit 4 GPH Fuel burn**

# Bristell 912iS Sport ROTAX 100 HP FUEL INJECTED



**What makes the Bristell 912iS Sport with the Rotax 100 HP fuel injected engine unique?**

- **It has an Electronic Control Unit (ECU) that controls the manifold pressure and exact fuel flows to protect the engine. The ECU also provides the spark for starting.**
- **The engine needs to be brought up to 2900 RPM to help calibrate the ECU**
- **It has dual Electronic Controls with a Lane A and Lane B**

# Bristell 912iS Sport ROTAX 100 HP FUEL INJECTED



**What makes the Bristell 912iS Sport with the Rotax 100 HP fuel injected engine unique?**

- **The engine is started with the Throttle cracked ½ inch**
- **Warm the engine at 2200 RPM**
- **The engine needs to be brought up to 2900 RPM to help calibrate the ECU**
- **Fuel burn is only 4 gph when operated in the low ECO mode**



# Bristell 912iS Sport ROTAX 100 HP FUEL INJECTED



**This Bristell 912iS Sport is equipped with dual G3X 10-inch Touch Screens, a Back up G5, and a Val 2000 Certified ILS receiver. If the owner changes it to an ELSA, it can be flown IFR in IMC.**