

Bristell Features and Benefits shared by all Bristell Models



Rudder Pedal adjust 6 inches forward or aft



Seats is located on the spar, so 280 lb. pilots can step on the seat getting in and out for easy entry

Tall pilots can easily remove the 4-inch bolster that is under the seat to obtain more headroom

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Rudder Pedal extenders are available for 5' 2" pilots



Pilots who like to be closer to the panel put cushions behind the seat and retain the comfort of the padded leather seats.

We use Oregon Aero custom seat cushions to raise the pilot as necessary to see over the glareshield, so they can consistently make smooth landings.

Bristell Features and Benefits-Comfort



51-inch Wide Cockpit-Wider than a Cirrus



Custom Leather Bentley Seats with support foam

Center Console Glove Box and Arm Rest

Side Arm Rests for Pilot and Co-Pilot

Tosten C8 Leather wrapped Control Sticks

Bristell Features and Benefits-Why the Bristell is so Comfortable



The bubble canopy allows good headroom and great visibility. Pilots can see traffic make consistently good landings.



Pilot's taxi with the Bristell canopy open so the cabin remains cool even on hot summer days.



The 4-inch oversized vents provide strong airflow to keep the cabin comfortable on hot days.

Bristell Features and Benefits-Great storage means a Happy Wife



Bristell's have wing lockers that hold 44 pounds each.



Custom storage bags-If it fits in the bag, it fits in the locker.



The wing lockers are lockable and water resistant.

Bristell Features and Benefits-Great storage means a Happy Wife



The storage area behind the seats is easily reachable and holds two airline style carry on bags, up to 38 pounds.



The rear hat shelf holds 7 pounds.



The nose compartment holds 8 pounds.

Bristell Features the enhance Safety



The steerable nose wheel has dual Teleflex steering cables.

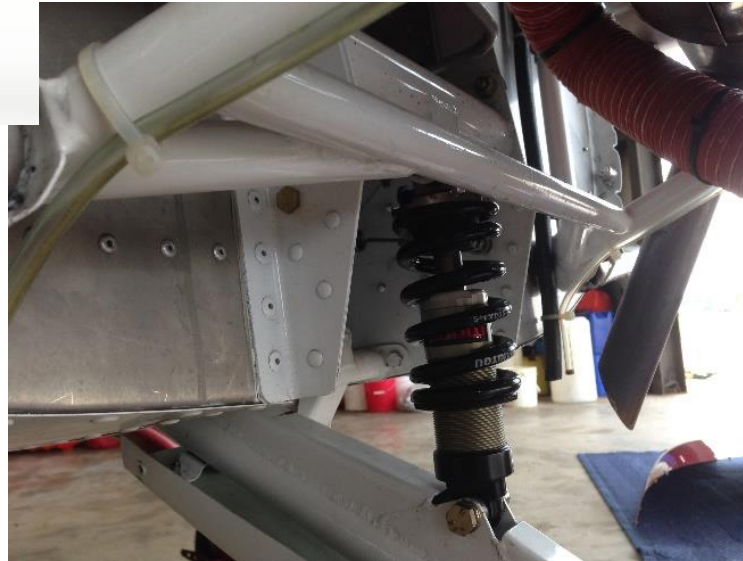


The BRS Aircraft Recovery System is available and a great option.

Bristell Features the enhance Safety



The Berringer Wheels and Brakes enhance Safety because they are anti-lock and anti skid. The bearings are sealed and last 7 years. The wheels do not need to be removed during the annual inspection reducing cost and wear.

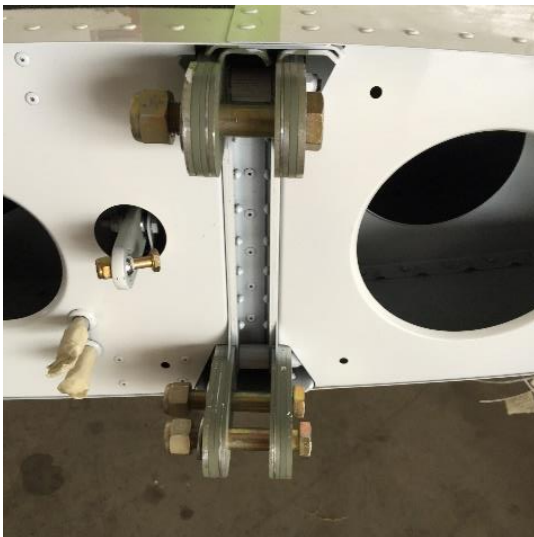


The nose wheel has dual shock absorbers. A center hydraulic cylinder and an outer steel coil spring.

Bristell Features the enhance Safety



The wing spar extends 14 inches beyond the fuselage, so pilot does not step on the wing or over a flap. The wing attaches where the red paint ends.

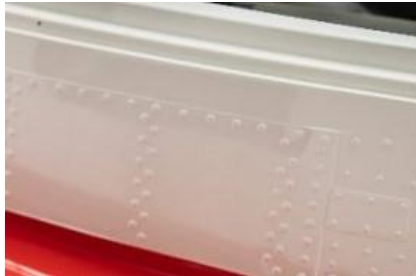


Massive wing bolts attach to the spar both forward and aft. All Bristells have a Vne of 157 KIAS. This is one strong airplane.

Bristell Features the enhance Safety



Bristells are constructed of tried-and-true aluminum. The aluminum is 6061 grade, the same as used on the space shuttle. Milan Bristela, the CEO and Aeronautical Engineer that designed Bristell, decided to use 4 grades of aluminum to keep the weight low. . Carbon fiber is also used to save weight.



The 3400 rivet heads are filled with epoxy, sanded and painted to prevent corrosion and result in a professional looking aircraft.



**All Bristells have a Gross Weight of 1320 pounds.
Our entry level Cadets weighs about 740 pounds for a useful load of 580 pounds. The payload is about 480 pounds with 4 hours fuel.**

Sport Flying USA-the Importer Safety measures.



All Bristell owners receive 5 hours of complimentary transition training at the Sebring Flight Academy (SFA). SFA was created by the CEO, Lou Mancuso, the founder of Sport Flying USA. Lou is known as “The Landing Doctor” and created a three-part training program that is followed at the Sebring Flight Academy and Mid Island Flying School in New York.



The training begins with the PLC, Personal Limitations Checklist. All new owners develop a personal set of limitations under the supervision of one of the SFA CFIs. The PLC helps keep them safe.

Sport Flying USA-the Importer Safety measures.



The second part of the Transition Training is GPA, Ground Proximity Awareness training. The customers fly low and slow down the runway on a day with a crosswind. They do this again and again until they can maintain directional control and hold the plane on the centerline without any crab.



The third part of the training is DFGAP, Defined Go-Around Point. At 200 feet AGL, the plane must be in a stabilized approach-on centerline and within 5 knots of the appropriate final approach speed of 60 KIAS

Sport Flying USA-the Importer Safety measures.

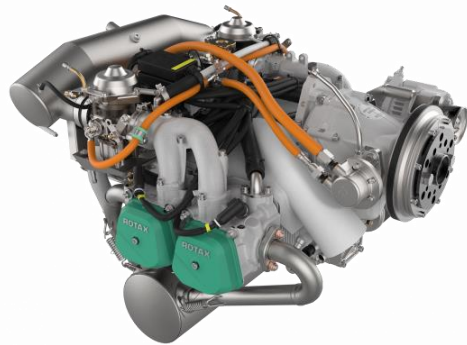


In order to complete their training and earn a Bristell “Art of Defying Gravity” challenge coin, the pilot must land within 400 feet of the desired touch down spot, on the centerline, on the main gear, and without any side drift. After touchdown, the pilot holds the nose off the runway to dissipate any extra energy and initiates a go-around without letting the nose pitch up too much. He/she accelerates to V_y , the best rate of climb while within ground affect.



The new proud owner of his Bristell Challenge Coin is instructed that if he is at the bar, having a beer after making some great landings, with some other Bristell owners, the last owner to place his coin on the bar buys the beers.

Bristell Rotax100 HP-Features and Benefits



The Rotax 912 ULS is 100 HP. It has dual aneroid carburetors that automatically adjust the fuel at all altitudes. They required occasional balancing and need to be rebuilt about every 300 hours. The fuel is 93 octane premium Autogas or 100LL aviation fuel and they can be mixed. The fuel burn is between 4 gph and 5.5 gph. The gear box reduces the prop RPM by about 2.4. The cruise engine RPM is about 5300 and the prop is turning at about 2200 RPM. There are no magnetos, the spark is produced by electric starting pack.



All Rotax engines produce electricity from a Stator. The stator works off the engine crank shaft and is the most dependable source of electricity in general aviation. The stator produces 18 amps.

Bristell Rotax100 HP-Features and Benefits



Bristells that are ordered with Toe brakes, also have a parking brake. The Cabin heat works great due to the tight-fitting canopy. You can select heat for your feet or defrost for the canopy. The carburetor heat knob is yellow. The fuel selector is right in front of the pilot and is left/right and pull up and turn for off. The modern Garmin avionics tell you to change tanks every 30 minutes.



The dual landing lights are very good for inflight recognition.

Bristell Rotax100 HP-Features and Benefits



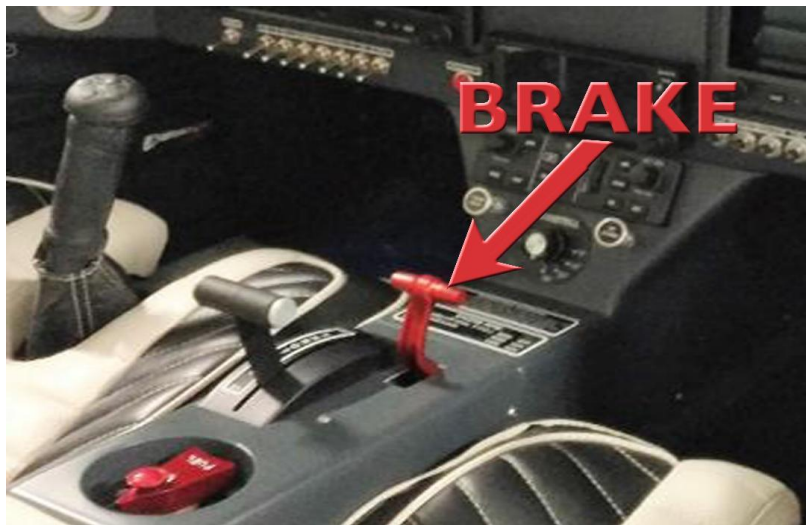
- The Rotax 100 ULS engine has a choke that needs to be used for the first flight of the day. It must be off for takeoff.
- The throttle must be closed for starting with the Rotax 100 ULS.

Bristell Rotax100 HP-Features and Benefits



Ground Adjustable Prop can be set to match the owner's preference. Coarse for high cruise speed and fine for great climb rate.

- Many Bristells come with a Hand brake. The hand brake prevents students from landing with the brakes on. There is no chance of damaging tires from brakes on landings or passenger accidentally having feet on the brakes during takeoff or landing.
- Tosten C8 Grips have electric trim control and Frequency change function



Bristell SLSA 912 ULS CADET 100 HP

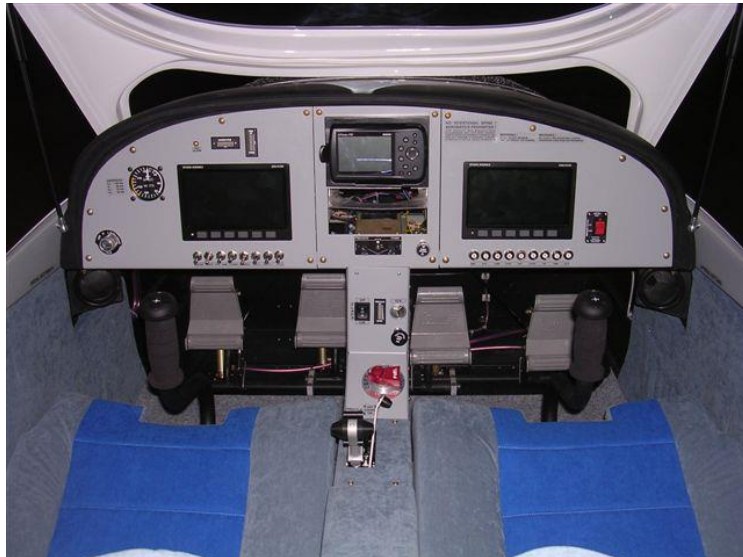


Graphics can be easily added to white or silver planes if desired

- Cabin heat-pull for heat
- Up/down control-pull for canopy defrost
- Yellow Carb heat control-pull for Carb heat



Bristell SLSA 912 ULS CADET 100 HP



Rudder pedal handle adjusts pedals forward for short pilots and back for tall pilots

Bristell SLSA 912 ULS CADET 100 HP



This Technically Advance Ultimate Panel is equipped for IFR flight in IMC

- The dual Garmin GSU25 ADAHRS provide redundant, reliable attitude information
- The Garmin GMU22 Magnetometer eliminates the need for an old fashion compass
- All Bristells have heated Pitot tubes with AOA, Angle of Attack data displayed on the G3X



Bristell SLSA 912 ULS CADET 100 HP



The Ultimate Panel

- The white diamond appears when traffic is within one mile. The traffic display is amazing. I always see the traffic as the G3X shows me where to look.
- The yellow circle appears when traffic is within one half mile. The Garmin G3X Touch says “TRAFFIC, TRAFFIC” when the yellow circle appears.



Bristell SL5A 912 ULS CADET 100 HP



This Technically Advance Ultimate Panel has it all

- The weather appears in color to help the pilot avoid dangerous weather
- The inset box on the lower left is displaying weather in color
- Touching the inset box will display weather on half the screen
- The navigation display is easy to read on this split screen view



Bristell SLSA 912 ULS CADET 100 HP



The pink DATA fields display important info

- The box on the right appears when the pilot touches the dark blue horizontal bar at the top of the G3X display
- The box labeled AP, with the blue box around it, turns the AP on with a touch
- Touching FD will display the Flight Director
- ESP is Electronic Stability Protection. The Green line shows it is enabled. It tells the trim to correct too steep a turn or too high a climb.
- The LVL button will hold altitude and heading once it is touched.

Bristell SLSA 912 ULS CADET 100 HP



- The box labeled HDG will activate a heading with a touch
- IAS will set a climb at an indicated airspeed.
- ALT will set the desired altitude you want
- VS will set a rate of climb to the desired altitude
- The other fields are not lit as this plane does not have vertical guidance equipment.

Bristell SLSA 912 ULS CADET 100 HP



The Com is displayed in the upper left-hand corner. Touching the blue STBY box will place the STBY frequency in the Com 1 Box.

Touching Audio will bring up a box that will allow the pilot to adjust the audio volume.

Bristell SLSA 912 ULS CADET 100 HP



Touching XPDR will bring up a box that will allow the pilot to set squawk codes or ident

Bristell SLSA 912 ULS CADET 100 HP

BRISTELL CADETS FOR FLIGHT SCHOOLS

- You can buy a Bristell Cadet with the Rotax 912 ULS 100 HP engine for about \$40,000 down and about \$1200 per month.
 - The Basic Cadet should rent for \$120 per hour wet. Fuel cost is about \$16 per hour
 - The 100-hour inspections are about \$1200, so your maintenance cost is about \$12 per hour
 - We will pay half your insurance bill for the first year.
 - Your insurance rates will be more reasonable after you prove you can operate without accidents.
 - Our Sebring Flight Academy has operated Bristell trainers for 3 years without a single incident or insurance claim.
 - The Bristell can be equipped with Garmin Technically Advanced Avionics for IFR training with Autopilot
 - Using a Bristell for Private, Commercial, and Instrument training results in high utilization.
 - All our schools receive sales commissions when one of their students buy a new Bristell.
 - If your student buys one of our new Bristell 915 Turbo aircraft, the commission is substantial.
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- CALL LOU MANCUSO, "THE LANDING DOCTOR" FOR MORE INFORMATION 516-658-1847

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