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

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 Skyhawk has been a great reliable trainer and rental aircraft for Mid Island will remain in the fleet for many years. A Skyhawk 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. 100LL may not be available in a few years. A new Skyhawk with Garmin 1000 avionics and autopilot cost about \$450,000. It has a 160 HP Lycoming engine that has not been improved in over 70 years. You must buy parts from Cessna and replacement parts must be yellow tagged, which is part of the reason they are so expensive. Cessna discontinued production of their LSA Skycatcher training aircraft. They 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 Cessna's with Bristells.

	172	Bristell
COST	\$450,000	\$190,000
Hourly operating cost	\$166	\$ 80
Interest Expense based on 600 hrs/yr & 5%	\$ 37	\$ 16
Depreciation cost per hour	\$30	\$ 15
Parts cost per hour	\$20	\$ 6
Labor cost per hour	\$20	\$ 10
Engine overhaul reserves per hour	\$11	\$ 7
Fuel Burn gallons per hour	8	4
Fuel cost per gallon	\$ 6	\$ 4
Total cost per hour	\$48	\$16
Cabin width in inches	39"	51"
Horsepower	160	100
Rate of climb in feet per minute	500	700
Requires A&P for maintenance	YES	NO
Allows Light Sport Repairmen for maintenance	NO	YES
Require AI to sign off annuals	yes	A&P only
Cruise speed in knots	115	118
Mixture control	yes	no
Chance of fire during winter starts	yes	no
Probability of Alternator failure	likely	not likely
Require expensive TSO'd Avionics	yes	no
Can be used for Commercial and Instrument training	NO	YES
Have superior visibility to see traffic	no	yes