

When does a Bristell 916 Turbo outperform a Cirrus SR22?



**Hi, I am Lou Mancuso “The Landing Doctor” Today’s presentation is,
When does a Bristell 916 Turbo
outperform a Cirrus SR22?**





CIRRUS SR22



BRISTELL 915 TURBO

If your flight requires you to cross the 14,000' peaks of the Colorado Rocky Mountains you will wish you owned a Bristell 916 Turbo rather than a Cirrus SR 22



The Bristell 916 Turbo is climbing at 1200 FPM as it crosses the 14,000' peaks of the Colorado Rocky mountains. The Cirrus SR22 is climbing at only 100 FPM as it crosses the same mountain peaks.



If you do not need to cross the Colorado Rocky mountains, you will still appreciate the amazing climb of the Bristell 916 Turbo as it soars above building clouds, and you catch that monster tail wind.





The Bristell 916 Turbo has an Absolute Ceiling of 23,000' vs the Cirrus SR22 Absolute ceiling of 17,900'

THE BRISTELL 915 TURBO FLYS FASTER

Here is a picture showing the Bristell 915 Turbo with a ground speed of 243 knots at 18,340'.



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Our first Bristell 916 will have a 1650-pound gross weight and arrive in the USA around May 2025. It will climb even better than our 915. It will have retractable landing gear and should be about 15 knots faster than the 915.

It will have a 160 HP Rotax Turbo charged engine with a 2000-hour TBO. The gear box is even stronger than the Bristell 141 HP 915. The 916 will have a constant speed propeller.



More reasons why the Bristell 916 outperforms the Cirrus SR22?



The Bristell 916 is 1400 pounds lighter

The Cirrus SR22 weighs almost twice as much as a Bristell 916 Turbo

The 916 has a Gross Weight of 1650 lbs

The SR22 has a Gross Weight of 3050 lbs

The Bristell's light weight allows it climbs faster and higher.



The 916 has a Turbo and the SR22 does not

The Turbo engine is powerful at high altitudes.

Non-Turbo engines loose their power above 7000'





Not only does the Bristell 916 outperform the SR22, but it is about half the price.



If you would like to learn more
about BRISTELL and our
“Landing Doctor” training,
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