

BRM Aero Bristell LSA Checkout True or False Quiz 25 October 2014 Louis Mancuso

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| The pilot must burp the engine by turning the prop the same way it normally runs for an accurate oil check. | T | F |
| The pilot may start the engine and then shut down immediately as an alternate way to get a proper oil check. | T | F |
| The correct coolant is GM Dexcool 50/50 mixture and the coolant bottle should be one third full. | T | F |
| The correct tire pressure for the main tires is 26 pounds and the nose wheel 20 pounds. | T | F |
| During starting the throttle must be fully closed in order for the choke to work. | T | F |
| Preheat is required below 10 degrees and helpful to reduce wear and tear below 32 degrees F. | T | F |
| After start, advance the throttle slightly to 2000 RPM to avoid slapping in the gear box and for warming. | T | F |
| The Rotax should idle between 1700 and 1900 RPM to avoid slapping in the gear box and to obtain TBO. | T | F |
| The 1400 rpm lowest allowable idle as per Rotax, is limited to one minute and used for 1000 foot runways. | T | F |
| After operating the engine for two minutes at 2000 rpm, use 2500 rpm until 122 degrees F is obtained. | T | F |
| The Rotax engine CHT must be 122 degrees F or 50 degrees C prior to takeoff. | T | F |
| The pilot must select the left tank first because unused fuel is returned to the left tank. | T | F |
| Use brakes periodically to manage speed. Riding the brakes can cause reduced brake life & effectiveness. | T | F |
| The pilot should set the throttle to 4000 RPM for the check of the electric starting packs. | T | F |
| During takeoff and landing you can get into serious trouble if you allow the speed to get below 45 knots. | T | F |
| If you let an LSA get air born on takeoff below 45 knots, you may lose control after a sudden gust of wind. | T | F |
| The Aux fuel pump is on for takeoffs and landings. | T | F |
| You should get 4900-5100 RPM at the start of the takeoff roll and be prepared to use lots of right rudder. | T | F |
| 60 knots is Vx, best angle of climb-10 degrees flap. 68 KNOTS IS Vy, best rate of climb. | T | F |
| A climb at 75 knots will give you good visibility over the nose in the climb and is Vfe flap extend speed. | T | F |
| During hot days, a 90 KIAS climb may be required to keep the CHT and oil temps below 230 F degrees. | T | F |
| The Bristell has an engine thermostat, so it is not necessary to put silver tape over the radiator when cold. | T | F |
| An oil temperature of approximately 170 degrees is required to evaporate the water in the oil. | T | F |
| If you use a max of 5200 RPM for cruise, you more likely not to exceed the max 5500 RPM. | T | F |
| The gear box reduces prop speed by 2.41 so a 5200RPM cruise is 2157 for the propeller. | T | F |
| ROUGH AIR Maneuvering speed (Va) is 89 knots. | T | F |
| In rough air, if you correct a dipped wing with ailerons alone you will induce adverse yaw and be uncomfortable. | T | F |
| Reducing the power to idle during descents can shock cool the engine and cause slapping in the gear box. | T | F |
| Level flight at 4000 RPM will help slow the aircraft down and get you to Flap speed of 75 knots. | T | F |
| Cruise descents with 4000 RPM will protect the gear box and result in extended engine life. | T | F |
| Landing with 20 degrees of flap will give you good visibility and allow for short landing distances. | T | F |
| An indicated airspeed of 65 knots on base and final will produce good landing results. | T | F |
| You should add one half the gust factor to your approach speed. | T | F |
| If you are at 500 feet AGL one half mile out on final at 65 knots you will have a stabilized approach. | T | F |
| A good pilot will not change his/her flap setting, slip or mush within 300 feet AGL. | T | F |
| A good pilot will go around if his/her approach is not stabilized within 100 feet AGL. | T | F |
| Verifying your engine is 2200 RPM or higher on final will prevent any slapping in the gear box. | T | F |
| When landing on runways less than 3000 feet, use full flaps and an approach speed of 60 knots. | T | F |
| Good pilots always land within 400 feet of the desired touch down spot. | T | F |
| Good pilots always land on the main wheels, on the centerline and with no side drift. | T | F |
| Upon touchdown, verify the throttle is closed to prevent unexpected ballooning after touchdown. | T | F |
| After touchdown, hold the nose off for a few seconds and then fly the nose wheel gently onto the runway. | T | F |
| It is appropriate to use brakes after the plane has slowed down, but never in a turn. | T | F |
| When landing in a crosswind, touch down at a slightly less nose high attitude on the upwind main wheel first. | T | F |
| When applying rudder pressure during crosswind landings, the nose wheel is turned. | T | F |
| If you apply brakes with the nose wheel turned it will cause stress on the nose wheel. | T | F |
| The demonstrated crosswind component is 15 knots, but most pilots should limit themselves to less. | T | F |
| A 30 degree crosswind of 12 knots equals a 6 knots crosswind component. | T | F |
| Your PLC, which you have completed with your CFI, should have a 6 kts crosswind limit for the first 10 hrs. | T | F |
| You should have 10 hours (LSA) before landing with more than a 6 knot crosswind & 12 knot headwind. | T | F |
| You should have 50 hours before landing with more than a 9 knot crosswind & 15 knot headwind. | T | F |
| You should have 100 hours before landing with more than a 14 knot crosswind & 22 knot headwind. | T | F |
| If you are landing on a runway over 75 wide you can add one knot to your personal wind limits. | T | F |
| When shutting down the engine, a low idle will lessen vibration and keep from breaking the exhaust springs. | T | F |
| The best shut down technique is to verify the engine is at idle, turn off one mag and then the other. | T | F |
| Tying the stick forward with a cord connected to the rudder pedals is the correct way to secure the AC. | T | F |
| You can secure the nose by tying a rope to the engine mount. | T | F |