

Bristell vs Piper Sport By Louis Mancuso www.sportflyingusa.com



Designed and produced by Milan Bristela the original designer of the Piper Sport.

- Imported and supported by Louis Mancuso's Sport Flying USA. Lou has been in the FBO business for over 50 years. Lou, his son Mike, a former Northern Lights aerobatic performer and currently a corporate jet pilot, and Captain John Rathmell will assure your Bristell ownership experience will be a pleasant one. Our ace mechanic, Rich Maisan has many years of experience maintaining various LSA aircraft with Rotax engines.
- Lou's daughter Susan will assist with finance Bristell.



- Milan Bristela's just in time manufacturing process assures low cost production and Mr. Bristela is on the factory floor every day. Mr. Bristela was the primary designer of the Piper Sport and the Bristell.
- The Bristell is mechanic friendly and will have lower maintenance costs due to:
 - Stainless steel firewall plus engine set forward to allow easy A&P access.
 - Voltage regulator mounted upside down to keep water out.
 - Water tight wing lockers keep the wing dry and prevent water corrosion.
 - Steerable nose wheel with dual shock absorbers.



Water tight wing lockers on each wing.

- All USA AN hardware, readily available from any US aviation parts distributor.
The Piper Sport also has US hardware.
- SFUSA will be spending thousands of dollars for parts to assure quick access to parts that are unique to the Bristell. Many parts for the Bristell are

interchangeable with the Piper Sport and the Sport Cruiser making parts supply more abundant.

- Empennage access panels allow easy access to elevator trim servos.
- The Bristell's engine thermostat assures even engine temperatures.
- The best Garmin Avionics and Autopilot and G796 assures dependability.



- The Garmin 796 placed in the center stack has the latest synthetic vision and the oversized screen allows easy viewing of traffic when the optional traffic display is added.
- If you would like to practice ILS approaches, just add a Garmin SL30 Nav Com to your Bristell. The EFIS will now display the GPS on the ILS and Nav as a green line on the slaved H.S.I. display. You will also be able to talk to FSS on 122.1 and listen on the nearest VOR for updated weather information. The SL30 adds multiple redundancies for safety.
- Empty Weight 750 pounds...100 pounds less than the Piper Sport or the Skycatcher. The low empty weight also results in better climb performance, especially when needed to get over some broken clouds at 8000 feet. Lou has had the Bristell up to 15,500 feet. On a flight with his girlfriend a few years ago in a new Piper Sport, Lou could not get above a broken cloud layer at 8500.



- Cabin width of 51 inches and adjustable rudder pedals yield extreme cabin comfort. If you are 6' 8" and weigh 270 pounds...the Bristell is the only LSA you should consider. You may fit in some other LSA, such as the Sport Cruiser, but they are too heavy to carry two adults and full fuel.
- The heavy Sport Cruisers often require gear leg replacements. In the last six years, we have not needed to replace a single gear leg on a Bristell.



The Bristell has Berringer wheels and anti-lock brakes

- Warm cabin heat with canopy demister (defroster) is standard and is an important feature. The Piper Sport heat is ineffective due to numerous air leaks from the canopy latch system.



The canopy composite sun shade provides rollover protection.

- The canopy design, with the composite sun shade area on the top, provides extra rollover protection and helps keep the cabin cool on a hot day.
- The Sport Cruiser has had numerous fatal accidents where the body was found separate from the plane. Some people think this occurred when a pilot tried to close the canopy that accidentally opened in flight. A good pilot can assure the canopy is closed properly, but the insurance claims from the canopy design will eventually reflect in higher insurance premiums.
- Push rod controls are encased in a protective canvas to prevent any accidental jamming of flight controls by small objects and also a must have for safety reasons.

- When you move the seat forward in a Sport Cruiser, you can see into the belly of the aircraft. The Bristell has sealed this area, which will prevent any object from falling into the belly of the plane.



Wings attach outboard of the step area with large bolts.

- The Bristell main spar extends beyond the wing step area for added strength.



Comfortable bucket seats with four point harness.

- Behind the seats are enclosed allowing cushions to be placed behind the seat, so short pilots can enjoy the bucket seat contour against his or her back and great visibility over the nose. The enclosed area behind the seats is an enhanced safety feature.



- Dual LED low draw landing lights in each wing and optional wheel pants.
- 31 gallon tanks can provide over eight hours of endurance. Flight schools will not experience down time waiting for a lineman to refuel the Bristell.
- The Bristell's robust nose wheel is designed to withstand abuse incurred during student training.



- The Bristell has a dual shock absorber for the nosewheel



The rudder pedals move forward and back 6 inches.

- The Bristell has convenient student friendly nose wheel steering and 6 inch adjustable rudder pedals.



- Three bladed prop has great ground clearance.
- The Bristell has a three bladed ground adjustable propeller that has 14 inches of prop clearance vs 6 inches for other single propeller LSA's with continental engines.



- Oversized wing attach bolts for added strength.
- Wing attached bolts are oversized for added strength and durability.
- The 117 SF wing yields a 39 knot stall speed for good control in crosswinds and efficient cruise speeds. The clean stall speed is 43 knots. The Piper Sport has a high lift longer wing which results in a stall speed of about 30 knots. This very low stall speed has resulted in some takeoff and landing accidents.
- The Bristell is fast. The high performance wing results in a crisper roll rate, better crosswind landing characteristics, and cruise speeds of 120 knots.



This is the Bristell Challenge Coin

- All of our new Bristell owners will receive Lou Mancuso's special training and earn a Bristell Challenge coin. Our new owners need to land within 400 feet of the designated touch down spot on the main wheels on a day with a minimum of a 6 knot crosswind. They need to travel 300 feet down the runway with the nose wheel just slightly off the ground and then go-around while not letting the nose pitch up too high. They will accelerate within ground effect until reaching 65KIAS, V_y , then climb. You can find out more about our training and download our free LSA syllabus at www.thelandingdoctor.com Lou Mancuso is "The Landing Doctor".
- The separate on/off switches for the electric starting packs result in the need for only one canopy key...a convenience feature, especially for flight schools.

I hope you have found this information to be helpful and if you decide to purchase a Bristell or a share in a Bristell, you will have made a fine decision.

Happy Flying....Lou

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