BSM-SUPPLEMENT 4-Bristell/Rotax Quiz

ROTAX AND BRISTELL QUIZ-27' wing Feb 14 2023 Louis Mancuso

Please study the POH/AOI and visit Rotax-Owners.com and www.thelandingdoctor.com before taking the quiz.

The Bristell POH (AOI) states that spins are PROHIBITED. T F

The pilot must burp the engine by turning the prop the same way it normally runs for an accurate oil check. T F

The correct coolant is GM Dexcool 50/50 mixture, and the coolant bottle should be half full. T F

A mixture of 80% distilled water and 20% Dexcool concentrate will make the engine run cooler. T F

The correct tire pressure for the main tires is 26 pounds and the nose wheel 15 pounds. T F

The pilot must push up on the canopy after latching it to verify it is properly closure. T F

Use the back up EFIS green switch prior to using the master to set up your avionics. T F

When starting the Rotax 912 ULS, the throttle must CLOSED and choke open to start properly? T F

When starting the Rotax 912iS or 915iS, the throttle must be opened one inch to start properly? T F

The pilot must select the left tank first because unused fuel is returned to the left tank. T F

After start, advance the throttle slightly to 2200 RPM to avoid slapping in the gear box and to warm engine. T F

Oil temperature must be 120 degrees F or 50 degrees C prior to takeoff. T F

The Rotax should idle between 1700 and 1800 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 sea planes only. T F

Use brakes periodically to manage taxi speed. Riding the brakes can cause reduced brake life & effectiveness. T F

Takeoff: Set Brake, Full Throttle, verify 5000 RPM minimum, release brake, use lots of right rudder. T F

If you let an LSA get air borne on takeoff below 45 knots, you may lose control after a sudden gust of wind. T F

65 kts is Vx-best angle of climb-10 degrees flap. 72 KIAS is Vy, best rate of climb. 82 KIAS Mcs. T F

Climb at 85 knots for good visibility over the nose and good engine cooling. T F

Before making any turns in the traffic pattern, lower the nose to gain a little more energy. T F

During hot days, a 90 KIAS climb and reduced throttle may be required to keep CHT & oil temps below 230 F T F

An oil temperature of 212 degrees F is required for about 10 minutes to evaporate the water in the oil. T F

The Aux fuel pump stays on until reaching cruise altitude and the main fuel pump stays on all the time. T F

If you use a max of 5200 RPM for cruise, you will probably not exceed the max 5500 RPM engine RPM. T F

When using 100LL fuel a minimum 5000 RPM cruise setting will help prevent lead build up. T F

The gear box reduces prop speed by 2.43, so a 5200 RPM cruise is 2140 for the propeller. T F

ROUGH AIR Maneuvering speed (Va) is 96 knots. Va 89 kts for a long wing Bristell. Vne is 157 KIAS. T F

In rough air, if you correct a dipped wing with ailerons alone you will induce adverse yaw and be uncomfortable. T F

Descending with 4000 RPM will prevent shock cooling the engine and extend the engine life. T F

Level flight at 3900 RPM will help slow the aircraft down and get you to Vfe, Flap extend speed of 75 kts. T F

If you are at 500 feet AGL one mile out on final at 65 knots you will have a stabilized approach. T F

A good pilot will go around if his/her approach is not stabilized within 200 feet AGL, we call this DFGAP. T F

When landing on runways less than 3000 feet, use full flaps and an approach speed of 55 knots over the fence. T F

Good pilots always land within 400 feet of the desired tough down spot and never touch down on the numbers. T F

Good pilots land on the main wheels, on the centerline and with no side drift and in the first 1/3 of the runway. 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

When landing in a crosswind, touch down on the upwind main wheel first. T F

You should add 5 knots to your approach speed on gusty days. Max wind is 25 kts. T F

When applying rudder pressure during crosswind landings, the nose wheel is turned. T F

The demonstrated crosswind component is 15 knots, but most pilots should limit themselves to less. T F

Your PLC should have a 6 kts crosswind limit for the first 10 hrs and have your CFI confirm higher limits. T F

If you are landing on a wide runway, you can add one knot to your personal wind limits. T F

A 30-degree crosswind of 12 knots equals a 6 knots crosswind component. T F

When shutting down the engine, a low idle will lessen vibration and keep from breaking the exhaust springs. T F

Facing the plane into the wind before pre-flight and shutting down will protect the canopy from damage. T F

Closing the canopy before removing the top cowling will protect the canopy glass from damage. T F

The best shut down technique is to verify the engine is at idle, turn off one Lane/mag and then the other. T F

You can secure the nose by tying a rope to the engine mount. T F

Put the cover on the pitot tube to prevent bugs from clogging the pilot tube. Remove before flight. T F

You can learn about the Garmin G3X Touch by visiting www.thelandingdoctor.com/videos. T F

Preheat is required below 10 degrees F and helpful to reduce wear and tear below 32 degrees F. T F

Set the flaps to 10 degrees before shutting down to help protect the flaps from being stepped on. T F

The 915iS Turbo requires 2 minutes at idle before shutting down to allow the turbo to cool. T F

A pilot should have a minimum of 25 hours in the Bristell before attempting a night landing. T F