

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 touch 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