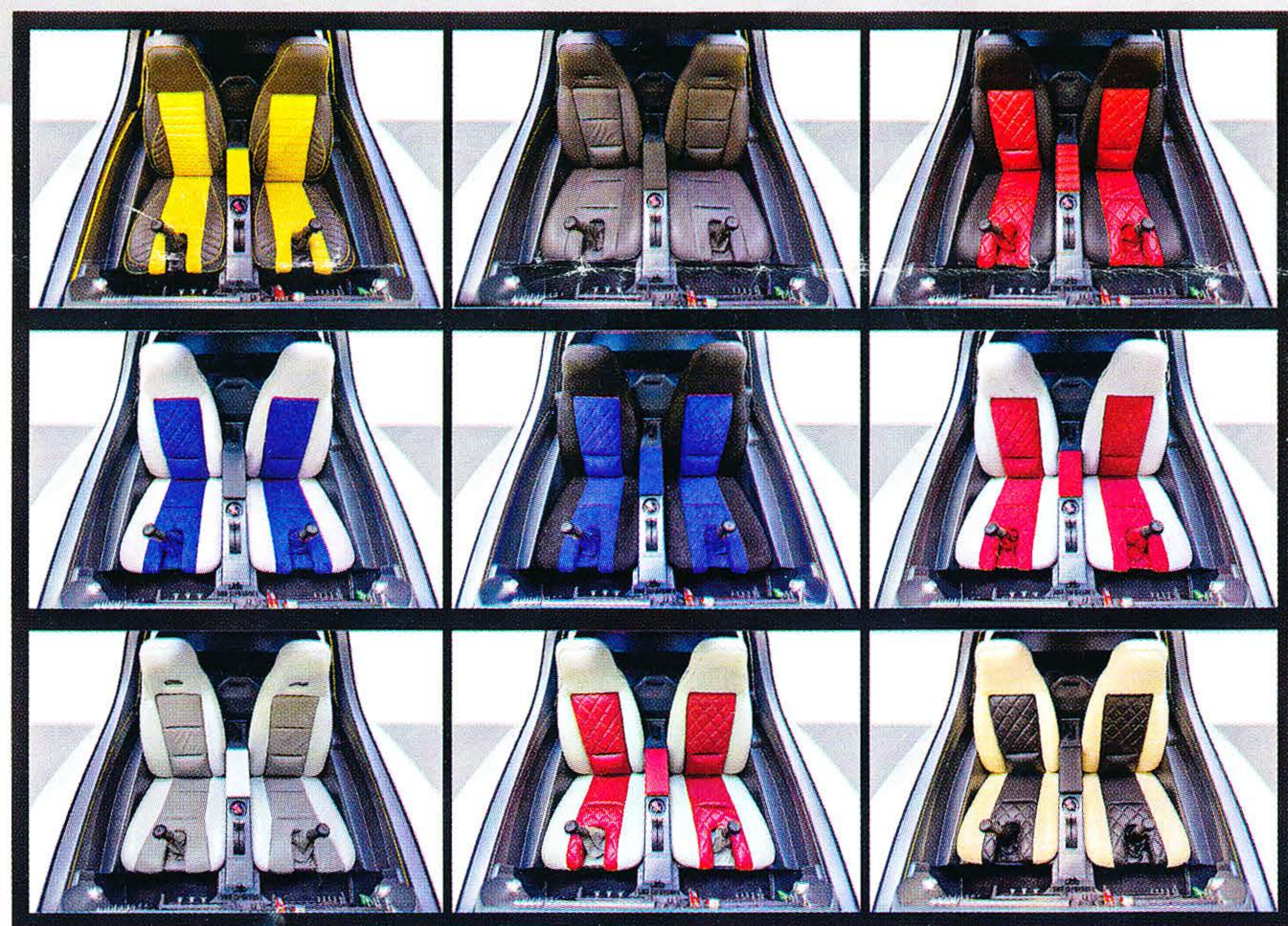




A new Bristell RG customised in military colours awaits delivery at the BRM Aero factory in the Czech Republic.



## BRM – Shaping up and shaking up Down Under

By Chris Stott, Central West Flying

Many years ago a bright eyed sky-watching young Czech man decided aeroplane design and construction was going to be his career. He even dreamed about one day owning his own factory.

Milan Bristela studied aircraft development and production in military high school in the late '70s, followed by work with Czech aerospace company LET Kunovice (L 410 TURBOLET producer) as a fatigue analysis specialist. After working on several classes

of fixed wing aircraft and even gliders, he was appointed General Manager of EVEKTOR, which was established by a group of specialists from LET. Seven years on Milan became Sales Director of Eurostar LSAs and later moved to CAW (Czech Aircraft Works) the Zenair aircraft producer, as Technical Director and Director of Production. A deepening involvement and passion for aviation led him in 2007 to establish, with a partner, ROKO AERO Company. Using all the experience he had gained in previous roles, Milan brought to the new company design projects for the NG4 UL and NG4 LSA aircraft, gaining certification in The Czech Republic, Ireland, Australia and Finland.

Two years later Milan established his own company, BRM AERO, along with his son Martin, beginning a journey that would all but revolutionise the Light Sport Aircraft

industry. His impeccable design credentials and strong reputation for design excellence all but guaranteed success and the first 'Bristell' to roll off the new company's production line would receive critical acclaim. Additional research was to follow, further advancing the design and subsequently leading to the development of a fleet of Light Sport Aircraft designed to suit the needs and meet all the expectations of a wide range of aviators.

The brand BRM is now synonymous with sophisticated design, quality construction and outstanding performance. The company's signature 'Bristell' is now offered in a number of configurations, including a Tail Dragger (TD) option (Recreational Aviation and General Aviation), the standard UL version and the premium RG with retractable undercarriage (GA Experimental unless built to European Standard).

This makes the range a perfect solution for flight training schools, recreational flying or comfortable private or business commuting.

Custom made to individual order, the Bristell lives up to its growing reputation as an economical and reliable performance aircraft. A standout feature is its class leading 1.3m wide cockpit. This, with sports car like seating and a four linkage full harness seatbelt system, makes all Bristell variants extremely comfortable.

Motive power can come from the venerable Rotax (100 or 114 HP) or Aussie built Jabiru (120 HP), stopping power from USA Matco or French Beringer braking systems and dropping support from an optional full aircraft recovery ballistic deployed system (similar to that in the U.S. Cirrus).



The unique features of the BRM range caught the attention of Aussie film maker Brett Anderson ACS, and with his long time interest in flying, Brett headed out in 2009 to buy one. Within twelve months he had established a distributorship for BRM in Australia, New Zealand and the Asia Pacific, and, under the banner of Anderson Aviation, he began importing aircraft into Australia.

Brett quite deliberately sought out would-be owners who had a critical eye for detail in design, form and function in light aircraft and, in his first year representing BRM, he encountered such a person in the form of John Blackburn. John joined the RAAF in 1975. As a fighter pilot he flew the Mirage III aircraft. In 1980 he graduated from the Empire Test Pilots School at RAF Boscombe Down in the UK and then served as a test pilot with Aircraft Research and Development Unit at Edinburgh, South Australia. In 1983 he was assigned to the fighter project team in the USA managing the introduction of the F/A-18 Hornet fighter aircraft into RAAF service followed by several years flying F/A-18s operationally and as a Commanding Officer. Well credentialled to be a Bristell aficionado!

John and Brett struck up a friendship and both travelled to The Czech Republic to visit the BRM factory. It passed inspection by John's critical and trained eye and he agreed to purchase a high spec, glass panelled Bristell with constant speed prop. John went on to become a strong supporter of, and advocate for, the BRM brand.

Similarly, flying schools looking for a quality product to add to their fleets, noticed the emergence of BRM in this country and New Zealand. Peter Rutledge from Aero Hire in Whakatane, New Zealand bought his in 2013, Bendigo Flying Club bought theirs in

2014 and shortly after Central West Flying (CWF) in Bathurst, NSW bought their first. The response that CWF had to their first Bristell was so overwhelming that they now have three in the fleet. CFI, Chris Stott, explains. 'Our first BRM Bristell was a long wing, powered by a six cylinder Jabiru 3300. It instantly won a big following and attracted new students and testers from far and wide (including Northern Territory, Victoria and Queensland). Students and private hirers fell in love with its design and performance – TAS 125 knots and climb rate of 1200 ft/min. Encouraged by that response we purchased a second Bristell a year ago, in go-fast 'Fire Engine' Red, which is a big hit with the ladies! This one is powered by

Rotax 912, to give students a choice of which engine they fly behind. Very shortly we will take delivery of another new Bristell, again with Rotax 912, this one in Brilliant Orange, of course!'

Most recently, due to the large amount of interest shown in all of the Bristell models and publicity for them popping up around the world, Brett Anderson decided it was time to bring a Bristell Tail Dragger (TD) into Australia. 'It's always a gamble importing something new, particularly a niche aircraft such as a tail dragger' he says. But with so much interest shown in this cost effective two seater, it was clearly time to bring one in.

Anderson Aviation's latest purchase, a Bristell TD, will be showcased at Ozkosh in October with the addition of Tundra tyres.



Cabin space, range and fuel economy have driven much of the Bristell market appeal. 'Having one of the largest cabin sizes and also luggage capacity in its class and being able to fly from Victoria to Queensland with an economical fuel burn usually averaging around 16 litres per hour at 120 knots, I'm confident that TD enthusiasts will snap up the benefits of this capable aircraft' says Anderson.

'The TD will also have the ability to land in spots that would normally be considered unusable' says Anderson. 'Whilst in Europe, I witnessed first-hand the very short landing capability of a TD fitted with the Tundra tyres. It was incredibly effective, even on a rough field'.

At this stage the intention will be to display the TD at OzKosh in October along with new Beringer Tundra tyres.



Milan Bristela's son Martin has followed his father into the business and remains active both as a pilot and company Director.



For more information, visit [www.andersonaviation.com.au](http://www.andersonaviation.com.au)

