



Zenith Aircraft

www.zenithair.com

Full Line of Kit Airplanes for Sport Pilots

Build It and Fly It
FASTER!

Zenith CH 750
CRUZER



Fun to Fly!
Easy to Build!



Zenith Aircraft Company manufactures a full line of all-metal kit airplanes for sport pilots and first-time builders.

In the following pages we share with you detailed information and resources on the exciting world of sport aviation, and about the full line of quality easy-to-build kit airplanes developed specifically for sport pilots by

Zenith Aircraft Company.

The kit aircraft industry is where you will find the most innovative light aircraft designs

offered anywhere, at prices that make owning and operating your own new aircraft a reality.

While building and flying a kit airplane used to be for the daring test pilot and skilled craftsman, the world of homebuilt aircraft is the fastest growing segment of new aircraft in the United States. Amateur-built aircraft are built by individuals and certificated by the Federal Aviation Administration (FAA) as “experimental amateur-built” (E-AB). As the builder and owner of a kit aircraft you have the ultimate freedom to build the airplane that meets your requirements and desires. The project becomes a reflection of you as you custom build your own airplane with the equipment and features that you choose, such as avionics (instrument panel), engine, paint job, etc. You have access to the latest technology while you can also choose to install a basic (yet very proven) “old school” engine and “steam” gauges.

Once complete, you will have a brand new custom-built aircraft, with the freedom to do your own maintenance and inspections (potentially saving you thousands of dollars every year). Every newly-completed kit aircraft is inspected by the FAA or by an FAA-designated inspector (DAR) before being issued a certificate of airworthiness.

For recreational pilots, learning to fly (and continuing to fly) is now much easier with the Sport Pilot license. The Sport Pilot certificate provides one of the easiest and most

inexpensive ways to fly for fun and recreation. The minimum required training time is just 20 hours, and no medical certificate is required. Zenith two-seat designs meet the definition of a Light-Sport Aircraft and are suitable for operation by Sport Pilots.

Zenith Aircraft is a small company, centrally located in the United States, that is exclusively in the business of manufacturing quality aircraft kits for amateur builders. The company has a very rich sport aviation history, and has thousands of active customers across the country and around the world. Since 1992, dedicated staff not only builds most parts in-house but also supports each builder as they build their own kit plane. State of the art manufacturing technology makes the supplied kit parts easier and quicker to assemble than ever, and also increases quality while lowering costs at the same time.



Zenith designs offer sought-after features for sport pilots: They are designed to be not only easy to build, but also easy to fly, with outstanding flight characteristics well suited to recreational flying. The aircraft offer great handling - both on the ground (thanks to its standard tricycle gear with steerable nosewheel) and in the air. Realizing that flying is a lot more than speed (let’s face it, we’re already where we want to be when we’re in the air!) the aircraft are designed to offer great handling characteristics, especially at low speeds (ie. when landing). Importantly too, the aircraft are designed to offer large cabins and adequate payload for today’s typical pilot (and passenger).

Zenith helps make it easy (and fun) to get in the pilot’s seat of your own aircraft!

Zenith Aircraft Company

2014 edition

CH 750 CRUZER

The newest addition to the Zenith line, the CH 750 Cruiser is an economical all-metal two-seat cross-country cruiser that is simple and quick to build and can be flown with a Sport Pilot license. The Cruiser is an on-airport version of the popular STOL CH 750 design. The kit for the Cruiser features final hole size match drilled technology for maximum ease of assembly!

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STOL CH 750

The popular STOL CH 750 is a true short takeoff and landing (STOL) airplane, easily operated out of a backyard grass strip. The STOL CH 750 maximizes the cabin size and load carrying capacity allowed under the Sport Pilot / Light Sport Aircraft (LSA) category, making it comfortable and utilitarian as well. Easy to build and fun to fly!

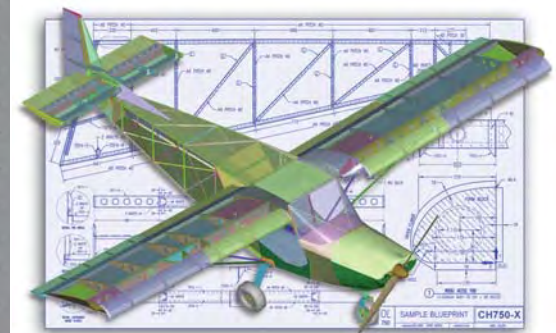
Page 8



STOL DESIGN

Designed by accomplished aeronautical engineer Chris Heintz, Zenith STOL (short take-off and landing) designs contain many features designed to optimize STOL performance. The STOL designs are easy and fun-to-fly airplanes without making any compromises in visibility or comfort, and keeping the kits easy and quick to build.

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ZENITH CH 650

The affordable recreational kit airplane for the sport pilot: Enjoy leisure flights with exceptional unrestricted visibility... take your partner for a local pleasure flight, or to a far-off destination... With its gorgeous bubble canopy and brisk cruise speed, the CH 650 makes an excellent cross country airplane, while maintaining the ability to operate out of a grass strip.

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THE COMPANY

Established in 1992, Zenith Aircraft Company is one of the industry leaders in the manufacture of kit aircraft. At the Mexico, Missouri, factory, Zenith holds hands-on workshops to give potential builders the opportunity to learn all about building your own kit aircraft, tour the factory, and go for demo flights.

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Zenith CH 750 CRUZER





The new **Zenith CH 750 CRUZER** is an economical all-metal two-seat cross-country cruiser that you can easily and quickly build yourself, and fly with your Sport Pilot license.

The CH 750 CRUZER offers competitive cruise speeds, while being easy to fly and retaining a slow landing speed. With its roomy cabin with comfortable side-by-side seating, large baggage area and spectacular wrap-around visibility, the Cruiser is a perfect design for on-airport recreational flying.

The complete kit for the latest model from Zenith Aircraft is quick and easy to build, averaging under 400 hours kit assembly time. Complete airframe kits for the new design are offered by Zenith Aircraft Company, fabricated using the latest modern manufacturing technology to offer matched-hole assembly throughout. The new easy-to-build kit draws upon Zenith's decades of experience in the kit industry, and revolutionizes ease and simplicity of construction.



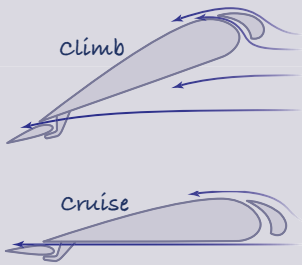
**"Fun to Fly,
Simple to Build
Affordable to Own"**



STOL CH 750

STOL = Short Take-Off and Landing
Optimized for off-airport operations

High Lift Wing with
Fixed Leading Edge Slats
Full-length Flaperons



Rugged Landing Gear

LARGE WHEELS WITH 'TUNDRA' TIRES

Excellent grass field and off-airport capability
with standard tricycle gear configuration

Full Flying rudder for excellent
slow flight characteristics

Huge bubble doors for max visibility
and max width at the shoulders

CH 750 Kit Features

(shared by both the STOL and Cruiser models):

CNC match-drilled skins and parts

Factory riveted wing spars and lower cabin frame

Made in the USA and supported by an industry leader

Detailed **BLUEPRINTS & CONSTRUCTION MANUALS** (not just assembly instructions)

Extensive builder support network including Zenith.Aero online community

Modular Construction Minimizes workshop space requirements

LIFETIME TECHNICAL SUPPORT FROM THE FACTORY

Welded wing tanks (supplied ready to install in the kit)

Kit includes wheels, tires, hydraulic brakes

Acrylic (plexiglass) windshield and door windows

Kit includes seatbelts with shoulder harness.



Large elevator with
electric trim tab

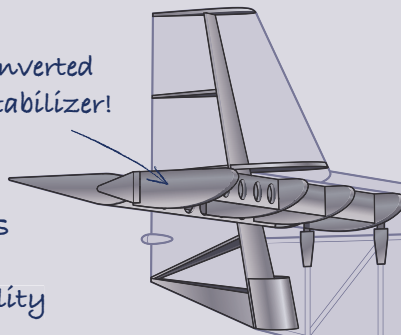
CH 750 Cruiser
All-new tail design

STOL CH 750
Full Flying rudder
for excellent slow
flight characteristics

STOL CH 750
Thick High Lift Wing

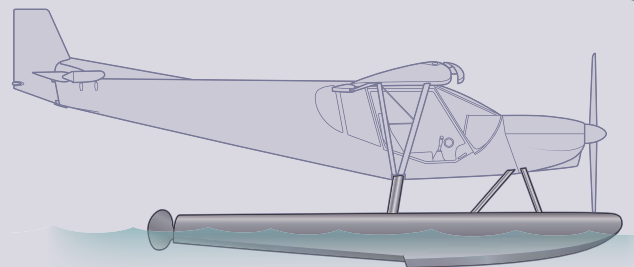
Full-length Flaperons

Inverted
Stabilizer!

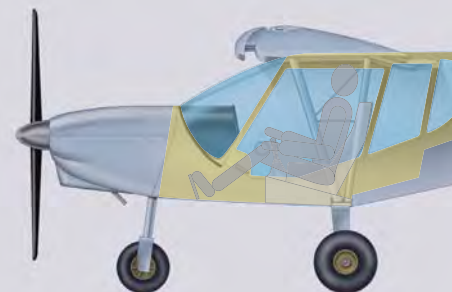


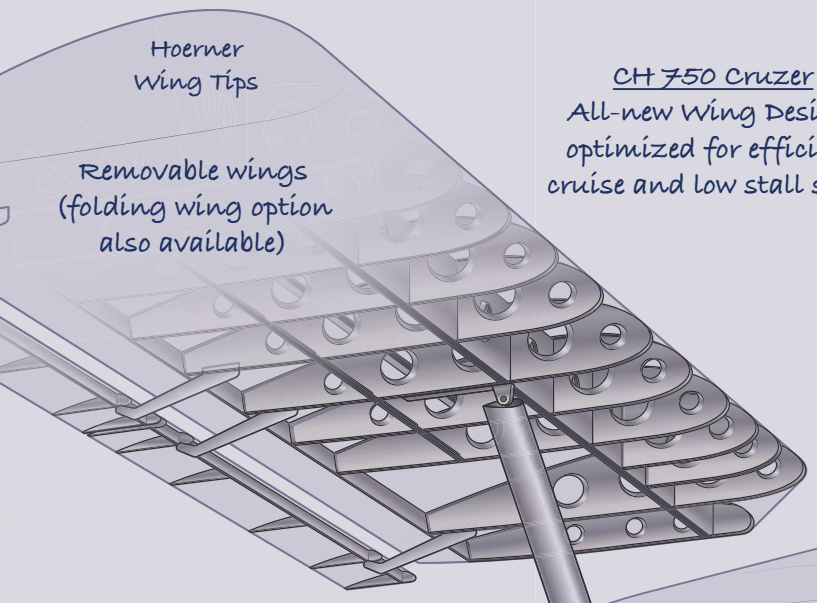
Swept up
rear fuselage

Durable all-metal airframe



Provision for floats or skis





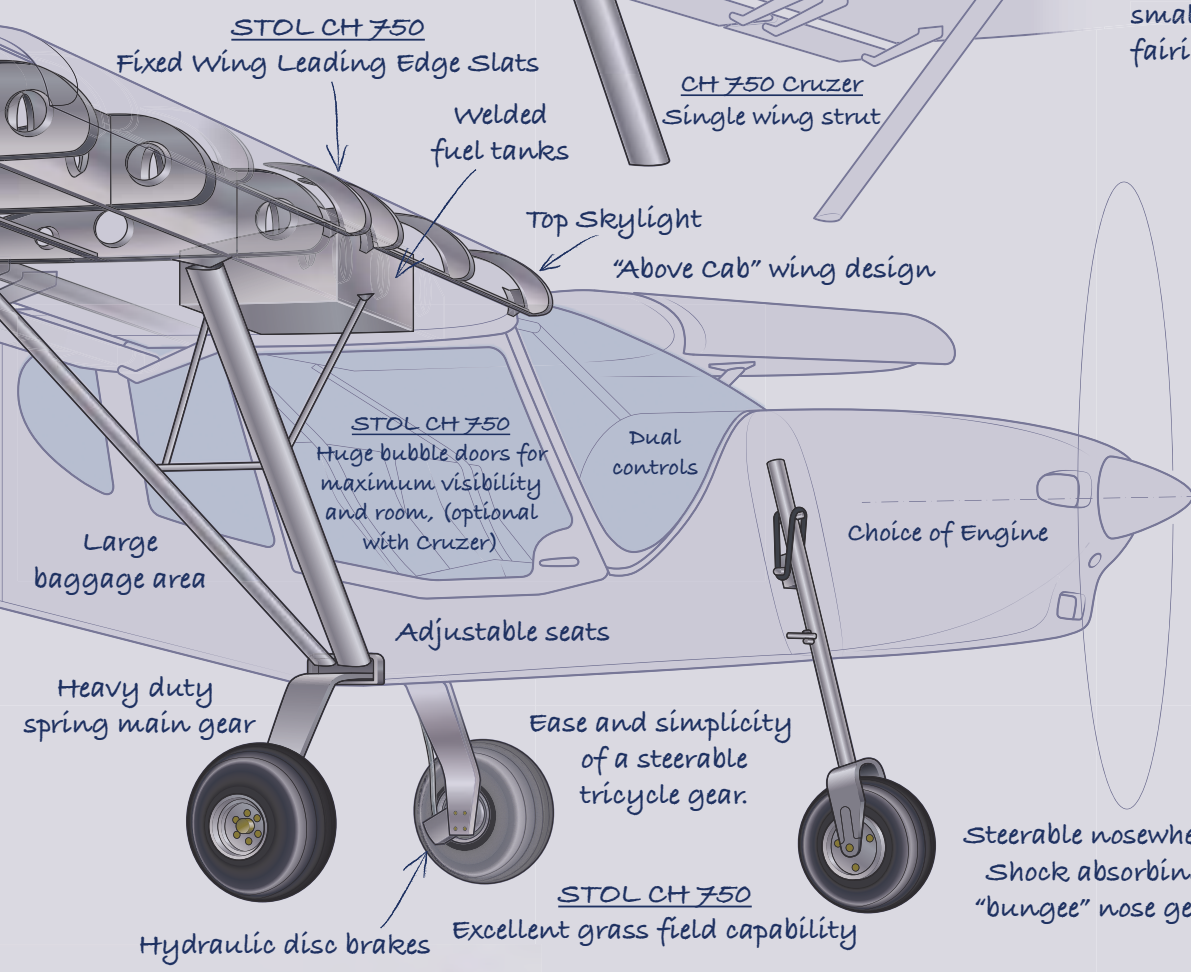
CH 750 Cruiser
 All-new Wing Design optimized for efficient cruise and low stall speed



Zenith CH 750 Cruiser

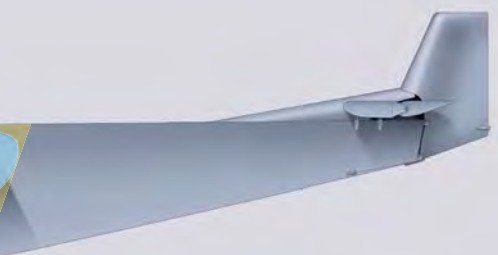
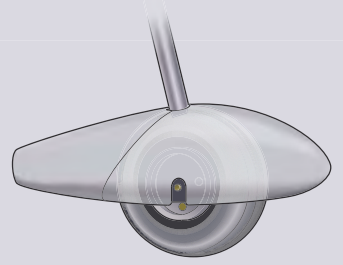
NEW Cross-Country Cruiser
 Optimized for efficient cruise and "on-airport" operations

The landing gear is optimized for "on-airport" operations with smaller wheels and available fairings.



The STOL and Cruiser share the same firewall to maximize available powerplant choices. Engine Choices include UL Power, Continental, Lycoming, Rotax, and more...

CH 750 Cruiser
 Tricycle gear optimized for "on-airport" operations (with available fairings)



Dual Swing-Up Doors
 Easy Cabin Access!

CH 750 Design Features

Based on a professional and very proven design (since 1986)

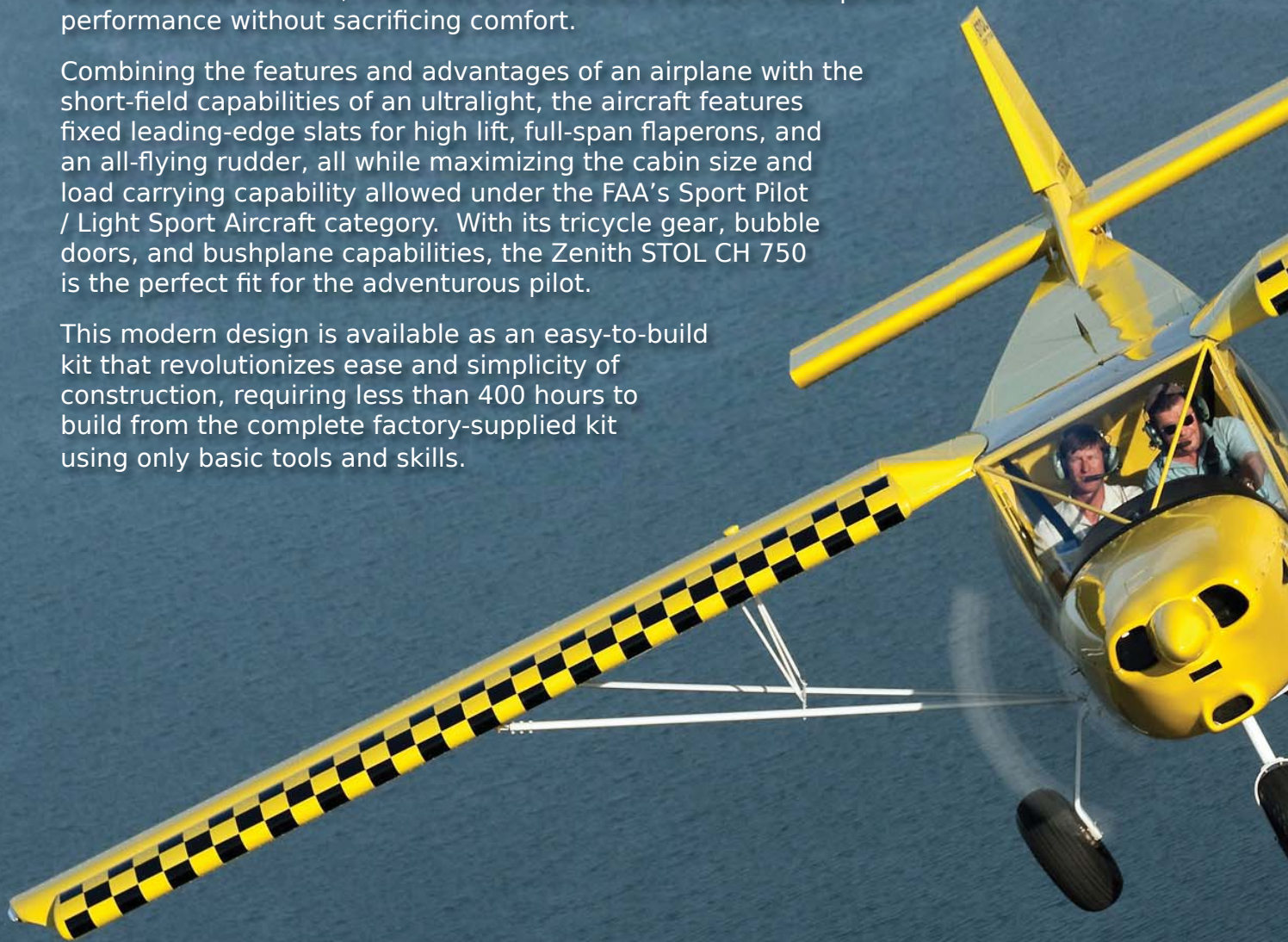
- Huge cabin with bubble doors (optional with Cruiser)
- Large baggage area
- Fully Adjustable Seats
- Large Swing-Up Doors for Easy Cabin Access
- Cabin Access from either side
- Fantastic visibility! Superb forward and downward visibility

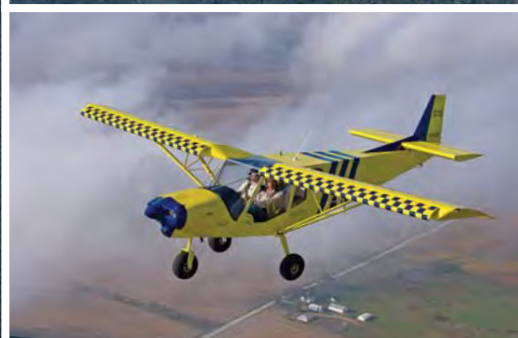
STOL CH 750

Designed and developed as an “off-airport” short take-off and landing kit aircraft to fulfill the demanding requirements of both sport pilots and first-time builders, the STOL CH 750 offers fantastic bushplane performance without sacrificing comfort.

Combining the features and advantages of an airplane with the short-field capabilities of an ultralight, the aircraft features fixed leading-edge slats for high lift, full-span flaperons, and an all-flying rudder, all while maximizing the cabin size and load carrying capability allowed under the FAA’s Sport Pilot / Light Sport Aircraft category. With its tricycle gear, bubble doors, and bushplane capabilities, the Zenith STOL CH 750 is the perfect fit for the adventurous pilot.

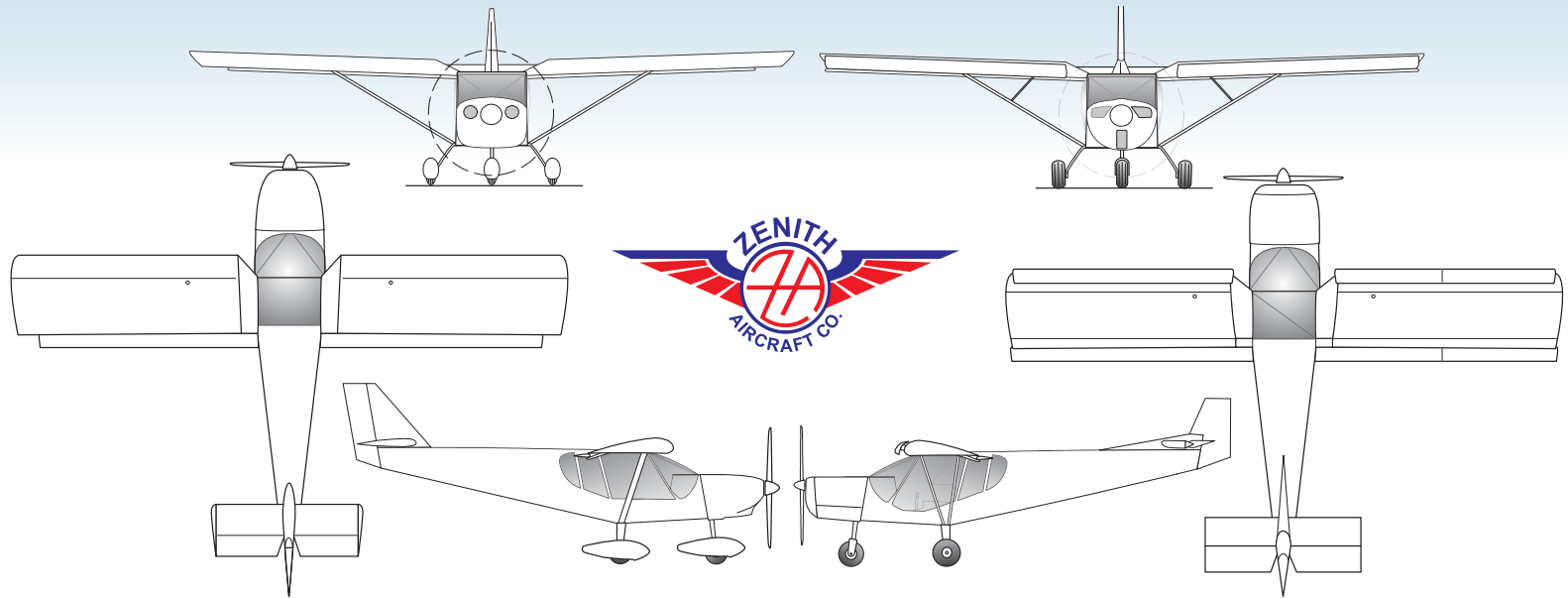
This modern design is available as an easy-to-build kit that revolutionizes ease and simplicity of construction, requiring less than 400 hours to build from the complete factory-supplied kit using only basic tools and skills.





Zenith CH 750

PERFORMANCE AND SPECIFICATIONS



SPECIFICATIONS

CH 750 CRUZER

STOL CH 750

LENGTH	23' 6"	6.7 m	21' 10"	6.7 m
HEIGHT	9' 2"	2.8 m	8' 8"	2.6 m
WING SPAN	29' 9'	9.1 m	29' 9"	9.1 m
WING AREA	147' sq.ft.	13.7 m.sq.	144' sq.ft.	13.4 m.sq.
WING CHORD	4' 11"	1.51 m	4' 10"	1.5 m
HORIZONTAL TAIL SPAN	8' 0"	2.44 m	8' 5"	2.6 m
EMPTY WEIGHT	780 lbs	354 kg	775 lbs	350 kg
DESIGN GROSS WEIGHT	1,440 lbs	652 kg	1,440 lbs	652 kg
USEFUL LOAD	660 lbs	300 kg	665 lbs	300 kg
FUEL CAPACITY (Standard)	30 US Gal.	114 l.	24 US Gal.	90 l.
- FUEL WEIGHT	180 lbs	82 kg	144 lbs	65 kg

PERFORMANCE

CH 750 CRUZER

STOL CH 750

TAKE-OFF ROLL	350 ft	107 m	100 ft	30 m
LANDING ROLL	350 ft	107 m	125 ft	38 m
CRUISE (75%)	118 MPH	190 km/h	100 MPH	162 km/h
STALL	39 MPH	190 km/h	35 MPH	56 km/h
RATE OF CLIMB	1,200 fpm	6 m/s	1,000 fpm	5.1 m/s
SERVICE CEILING	14,000+ ft	4,200+ m	14,000+ ft	4,200+ m
RANGE	520 mi	830 km	440 mi	710 km
ENDURANCE	4.5 hours		4.4 hours	

Figures are based on factory prototype results, and are given at standard atmosphere, sea level, no wind, unless otherwise indicated. All technical data, specification and performance figures subject to change without notice.



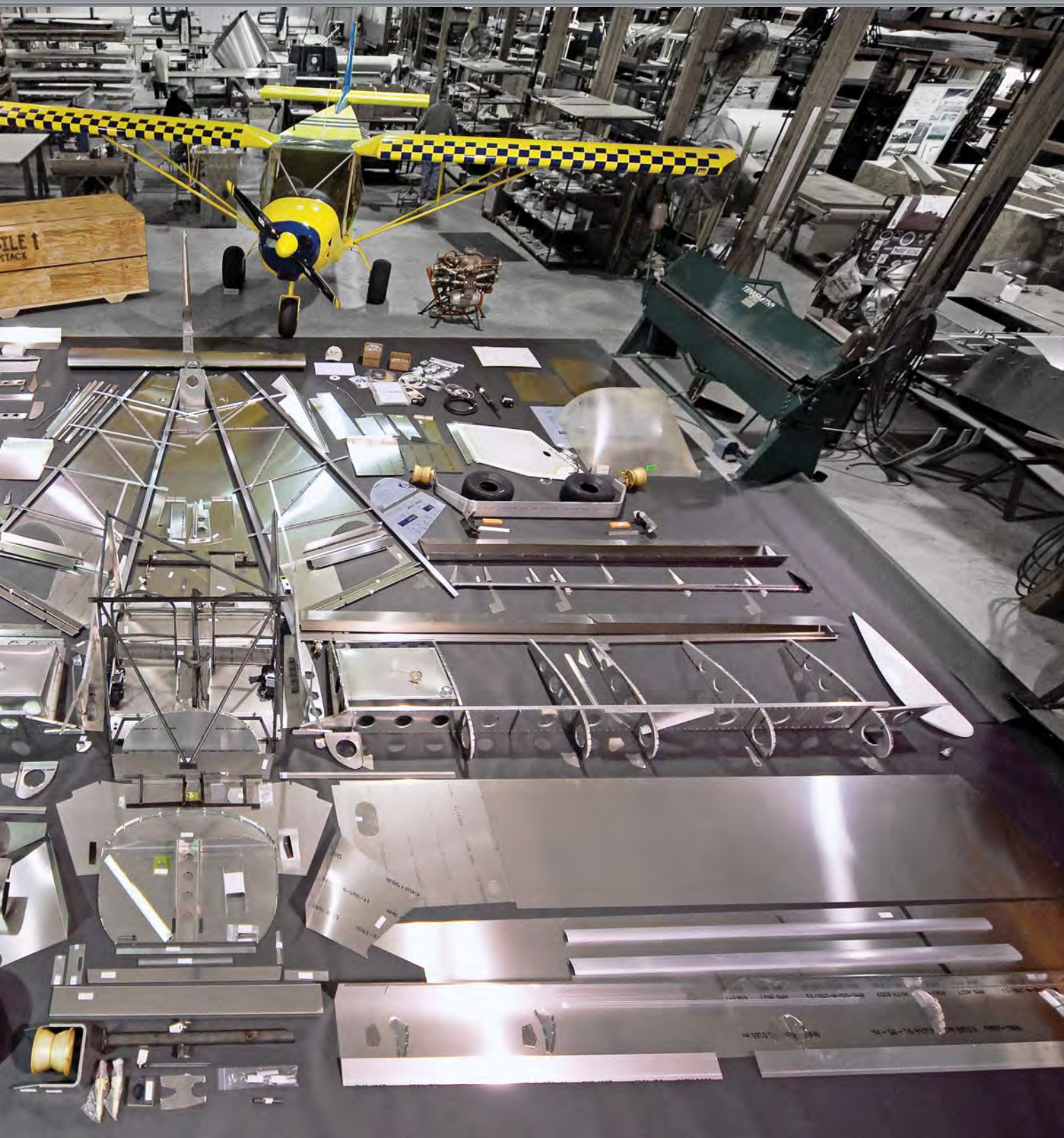
Zenith Aircraft Company's manufacturing philosophy is to produce all the parts and components that require any special skills, machinery, or processes, so that the builder's kit can be easily assembled at home with only basic tools and skills. With over two decades of kit manufacturing experience, Zenith Aircraft Company professionally manufactures all kit parts using modern production facilities, skilled labor, and quality materials to supply high-quality kits that are easy and quick to build.

The all-metal airframe of the CH 750 series kit is supplied as a complete package: the heavy-duty landing gear system, hydraulic brake system, molded wing tips, control systems, welded aluminum fuel tanks and more are standard equipment in the complete airframe kit. All the fabricated sheet-metal parts are supplied pre-formed and ready for assembly. Even the rivets and hardware are supplied as part of the standard kit.

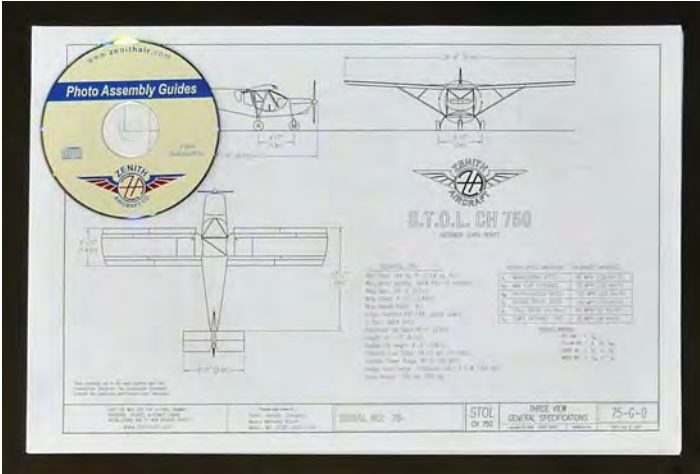


Zenith Aircraft Company
Zenith CH 750

Easily crated and shipped around the world or picked up at the factory, Zenith kits can be packed efficiently, as all the sections are broken down. Clearly labeled and well organized, the kit arrives ready for inventory and assembly. Construction can immediately be started after delivery. Working from a flat workbench, the builder begins the modular construction of the aircraft, which ensures that minimal space is needed until the final assembly of the airframe. Each section of the aircraft is built individually.



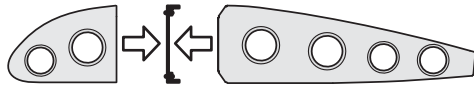
Thanks to the proven and simple all-metal construction technique, the builder does not need to worry about a pristine work environment or complex jigs. Zenith Aircraft Company's relationship with the builder does not end at delivery. Direct factory support is always available - just a phone call, email, or FAX away, promptly answered by the same professionals who built the kit. Additionally, there is an active online community of Zenith builders around the world: www.zenith.aero



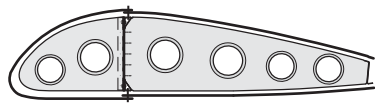
Every kit includes a complete set of Drawings and Manuals, with 11"x17" CAD drawings and a digital copy of the Photo Assembly Guide, which provides detailed step-by-step instructions.



The 6061-T6 aluminum alloy wing ribs are supplied ready-to-assemble (preformed and finished at the factory with flanged lightening holes).



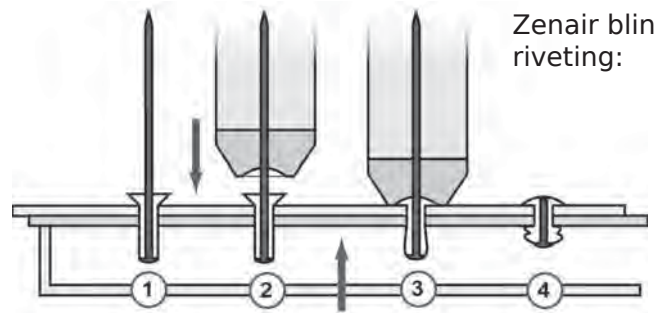
Once the ribs have been riveted to the spar and the wing skeleton (internal structure)



is completed, the outer skins are positioned to the assembly. The surface sheet-metal skins are blind riveted to the spar and rib assembly.



All necessary hardware, sorted and clearly labeled, is included with the kit. Each option kit also includes all mounting and installation hardware.



Zenair blind riveting:

The sheet-metal skins, main wing spar, wing ribs, longerons and stiffeners are fastened together with Zenith's proven riveting method using Zenair blind rivets, which are as easy to set as 'pop' rivets, requiring only a simple hand rivet puller (or a pneumatic riveter).



Various option kits are also available, including complete firewall-forward engine packages, custom instrument and avionics packages, as well as complete tool kits.



A ZENITH KIT

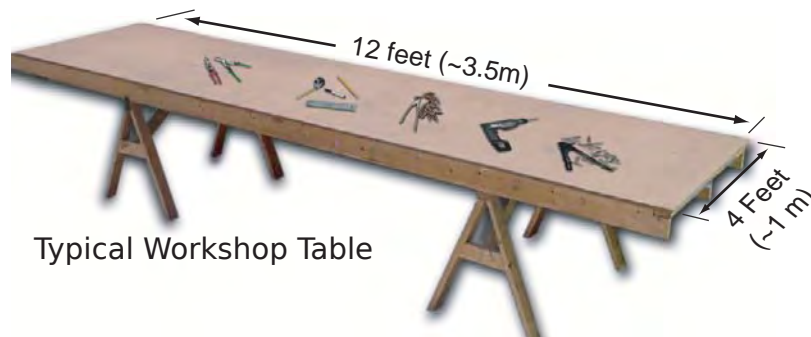
Zenith kit aircraft have been developed specifically for the amateur builder. The philosophy behind the airframe kit is to supply all the parts and components in the kit so that the builder needs only basic skills and tools to assemble and build a Zenith kit.

TOOLS: Simple hand tools are all that's needed for building - this means that there is minimal cost investment in tooling (most builders already have most basic required shop tools). Additionally, basic sheet-metal tools are simple and easy to use.

WORKBENCH: Nearly all the assemblies, including the wings, tail and fuselage sections, can be built on a basic workbench table. A flat and level workbench is the main assembly "jig" required - most assemblies require no additional fixtures or jigs other than the flat workbench (saving the builder the time and cost of fabricating assembly jigs).

WORKSHOP: Modular construction means that you build each section on the kit one at the time. That means that the required workshop space is minimal - many builders construct most of the kit in a single-car garage or basement workshop.

Building a Zenith Aircraft kit is well-suited for "homebuilding" - there's no need for specialized ventilation, temperature or dust control (as with composite construction), and the building process is relatively quiet (no noisy pneumatic rivet hammers).



Typical Workshop Table

"The proven all-metal construction requires only basic tools and clecos to hold sections together. The use of Avex pull-type rivets greatly reduces the challenges associated with other forms of riveting." - Aviation Quarterly

"Attention to small details ensures that the kit can easily be completed... the ribs are not only shaped, but the lightening holes are made, beveled and smoothed to a finished state. Look at other kit manufacturers for this attention to detail. The builders of some of the 700 flying planes I've had a chance to interview tell me the company time estimates are valid and the support is unsurpassed." - Recreational Flyer magazine



Measuring & Marking Tools



Hand Drill



Cleco Temporary Fasteners



Hand Riveter for Zenair Rivets

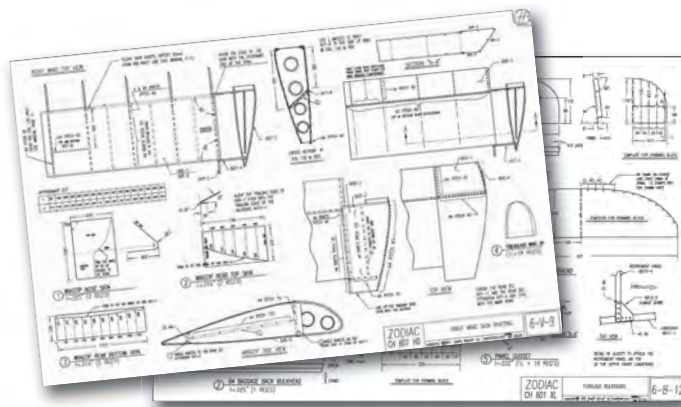


Sheet-Metal Snips for Trimming

BUILDING CHOICES

DRAWINGS AND MANUALS

Complete Plans (blueprints) and Assembly Manuals guide the builder through the entire building process. The 11"x17" CAD drawings illustrate every individual part and assembly, and provide detailed information of all the parts that make up the kit, and can be used to "scratch-build" the entire airplane from the drawings. Each set of Drawings and Manuals comes with an aircraft serial number, and entitles the builder to full factory technical support.



BUY-AS-YOU-BUILD

As an alternative to ordering the complete airframe kit as a single package, component kits for sections of the aircraft are available separately. This modular method of building reduces the upfront cost and commitment tied to full kits, increasing the flexibility of the project. Any individual part or component is also available for individual purchase. On the right a complete tail kit is shown.



COMPLETE KITS

The most popular way to build a Zenith airplane is with the complete airframe kit, which provides the builder with all the components necessary to assemble an airplane with only basic tools and skills. Easily picked up at the factory or crated and shipped, Zenith kits provide everything needed to complete the airframe, typically in under 500 hours. The engine and instruments are not included, nor is paint or upholstery.



QUICK BUILD KITS

Providing an advanced level of pre-assembly, quick build kits further simplify kit construction in order to save the builder valuable time. With this option, the fuselage is pre-assembled and ready for the installation of systems such as engine and avionics. Made from the same quality parts, the only thing that changes with the quick build kit is the level of assembly.



DESIGN VERSATILITY



Each customer completed Zenith is a one-of-a-kind creation, and the designs are flexible and versatile enough to accommodate a wide range of options and configurations, from floats, skis, and folding wings, to tail-draggers.



STOL CH 801

Four Seats, Sport Utility

STOL CH 750

Light Sport Utility

STOL CH 701

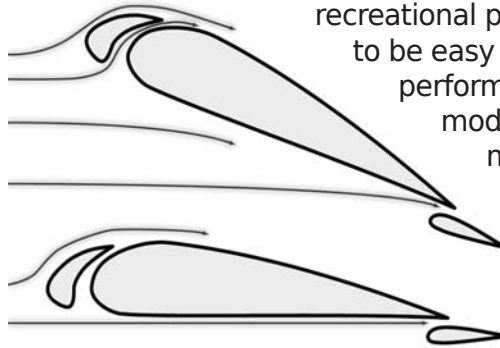
The original "Sky Jeep"



STOL DESIGN

With form following function, the Zenith line of STOL airplanes look like the short take-off and landing sport / utility aircraft that they are designed to be. The STOL series kit aircraft are based on vast design experience gained by aeronautical engineer Chris Heintz - to provide the best in performance, cost, reliability and ease of construction.

The modern designs make use of advanced technologies, while using proven design concepts and simple systems for easy assembly and



recreational pilot, the kit aircraft are designed to be easy to build and to maximize flight performance and efficiency. Simple systems, modern materials, and design ingenuity minimize required maintenance, and make Zenith STOL kit planes simple to build and fly, affordable, and very durable.

The STOL series use a special airfoil design to achieve very high lift, low stall speeds, and high strength. A thick wing, full-length leading-edge slats and trailing edge flaperons develop a maximum wing lift coefficient of 3.10, while maintaining a short wing-span - for maximum strength and ground maneuverability. The leading edge slats allow the aircraft to fly at a high angle of attack (lower speed) by accelerating the air between the slat and the wing, allowing for steep climb angles of up to 30 degrees. For maximum reliability and to keep construction simple, the leading edge slats are engineered to remain in a fixed position in all flight attitudes, and do not retract.

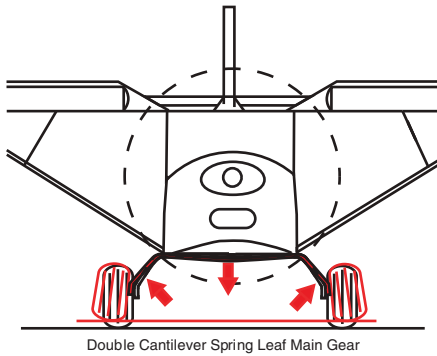
The full-length flaperons act as both full-span ailerons and full-span flaps. The flaperons have their own airfoil, and are hung below the wing trailing edge to supply them with fresh undisturbed air for maximum control effectiveness even at low speeds.



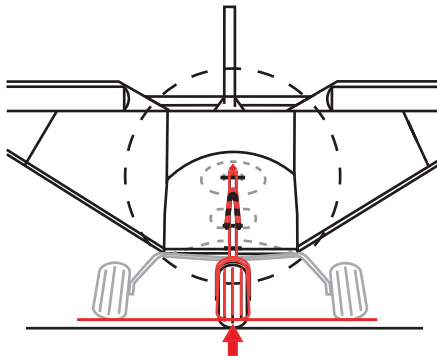
maintenance. Professional designs, the structures have undergone complete and rigorous flight test and design stress analysis. Developed for the inexperienced first-time builder and demanding



Pilot and passenger visibility is an important element of aircraft design, and is often overlooked by designers. Good visibility is especially important in a STOL aircraft - where the pilot needs to be able to see obstacles when "bush" flying. Passengers also need good visibility to enjoy "low and slow" flying -



Double Cantilever Spring Leaf Main Gear



Nose Gear Strut with Bungee

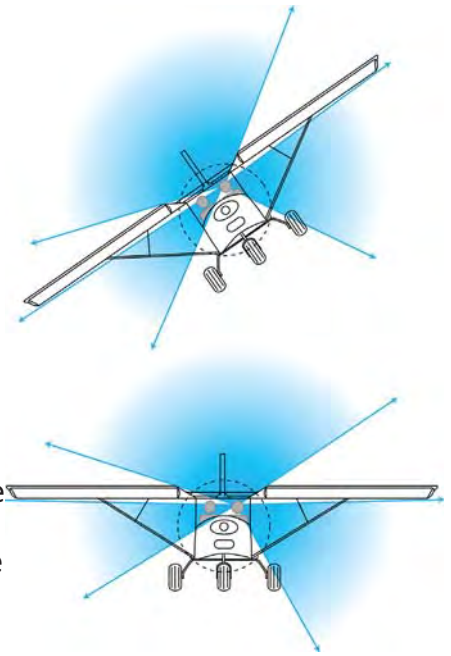
they don't want a small window the same size as in a commercial jetliner.

While an open cockpit provides unobstructed visibility, bugs, wind, and cold air all dictate an enclosed cockpit for a modern aircraft - to provide a minimum level of comfort that we've grown accustomed to. An enclosed cabin also allows for good

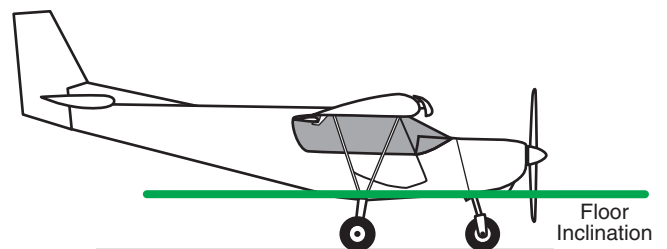
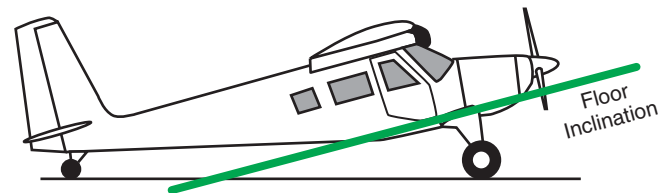
ventilation and heat, and protects avionics and baggage. Large, bubble doors provide easy access to the cockpit, along with increased elbow room and helicopter-like visibility.

A high-wing configuration provides the best downward visibility to enjoy the views provided by low and slow flying and provides the pilot with the required visibility to be able to safely operate into unimproved areas - to be able to see and avoid obstacles. With Zenith STOL designs, an "above-cab" wing position is used, where the wing is located above the cabin. This design feature maximizes visibility for a high-wing configuration: Horizontal visibility is augmented by raising the wing over the pilot's head, and upward visibility is achieved by decreasing the wing thickness at the inboard end where it meets the cabin; the top of the cabin can thus be fitted with a full window. This 'skylight' provides important visibility to the pilot in a highly maneuverable aircraft, along with raising the height of the cabin for increased comfort.

The additional benefit of this tapered "above cab" wing configuration is its smaller frontal area, which means less drag (a faster airplane with the same amount of power) and excellent controllability at low speeds because the air is directed without disturbance from the propeller to the tail. As with most modern aircraft, the side-by-side seating arrangement maximizes pilot and passenger comfort. Throughout, the cabin is ergonomically designed for pilot productivity, comfort and flexibility.

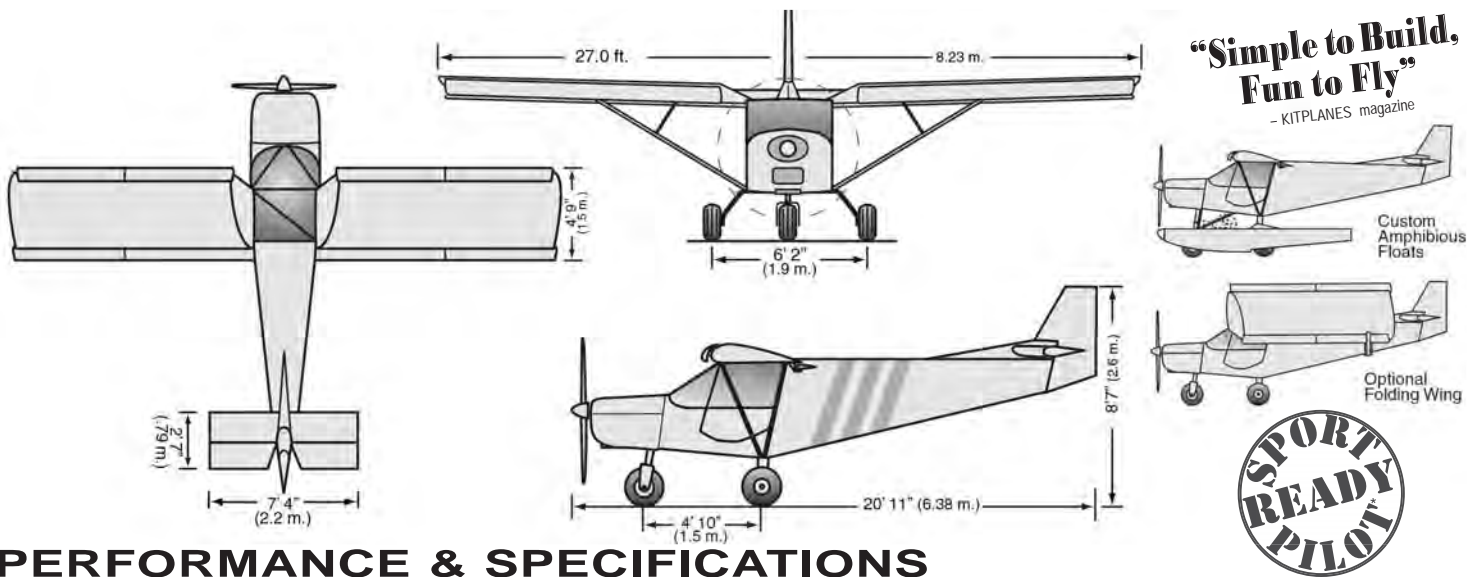


Another design feature of Zenith STOLs is a rugged, tricycle gear with a steerable nosewheel. Not only is this configuration more familiar and straightforward for newer pilots, it also carries other significant advantages with it. Due to the neutral angle of attack of the wing, the tricycle gear is more stable on the ground, and is affected less by wind while parked or taxiing. Additionally, the cabin floor is level on the ground, as opposed to the inclined floors inevitable with taildragger configurations. This makes the cabin more easily accessible and generally improves visibility and comfort whenever the aircraft is on the ground.





STOL CH 701 LIGHT SPORT UTILITY KIT PLANE



PERFORMANCE & SPECIFICATIONS

PERFORMANCE with Rotax 912S - 100 hp	Single	Dual	SPECIFICATION FIGURES Standard Configuration		
			LENGTH	HEIGHT	WING SPAN
TAKE-OFF ROLL	60 Feet	90 Feet	20 Ft. 11 In.	8 Ft. 7 In.	27 Ft. 0 In.
TOP SPEED	95 MPH	95 MPH	6.38 m.	2.6 m.	8.23 m.
CRUISE SPEED (75%)	85 MPH	85 MPH			122 Sq. Ft.
STALL SPEED	28 MPH	30 MPH			11.4 m.sq.
RATE OF CLIMB	1,600 fpm	1,400 fpm			580 Lbs.
SERVICE CEILING	16000+ Ft.	14000+ Ft.			500 kg.
RANGE (no reserve)	400 miles	400 miles			520 Lbs.
					236 kg.

Above performance and specification figures with the Rotax 912 ULS engine (100 BHP). Standard atmosphere, sea level, no wind. Performance and specification figures based on prototype flight test results; subject to change without notice. Different engines and options will affect performance and specification figures. * Subject to meeting actual FAA rules.

First introduced in 1986, the STOL CH 701 aircraft was the first Chris Heintz STOL design. Smaller and lighter than the STOL CH 750, short-field performance is where the STOL CH 701 aircraft truly excels: It is airborne in less than 120 feet of unprepared grass, or 90 feet of hard surface, at gross weight, less than four seconds from stand still. Of course, any headwind shortens the time and distance required for take off.

Not many of the more than 1,000 STOL CH 701s flying today can be found at airports - most are operated from short off-airport grass fields. The aircraft's all-metal construction makes it suitable for continuous outdoor storage - providing their owners with continuous cost savings (no hanger or tie-down fees).

*The Original
"Sky Jeep"*



The STOL CH 701 was not designed to be just another "pretty" light aircraft, but was engineered to offer outstanding short take-off and landing performance, all-metal durability, and unparalleled ease of construction. With form following function, the STOL CH 701 looks like a 'Sky Jeep', as it is often called.



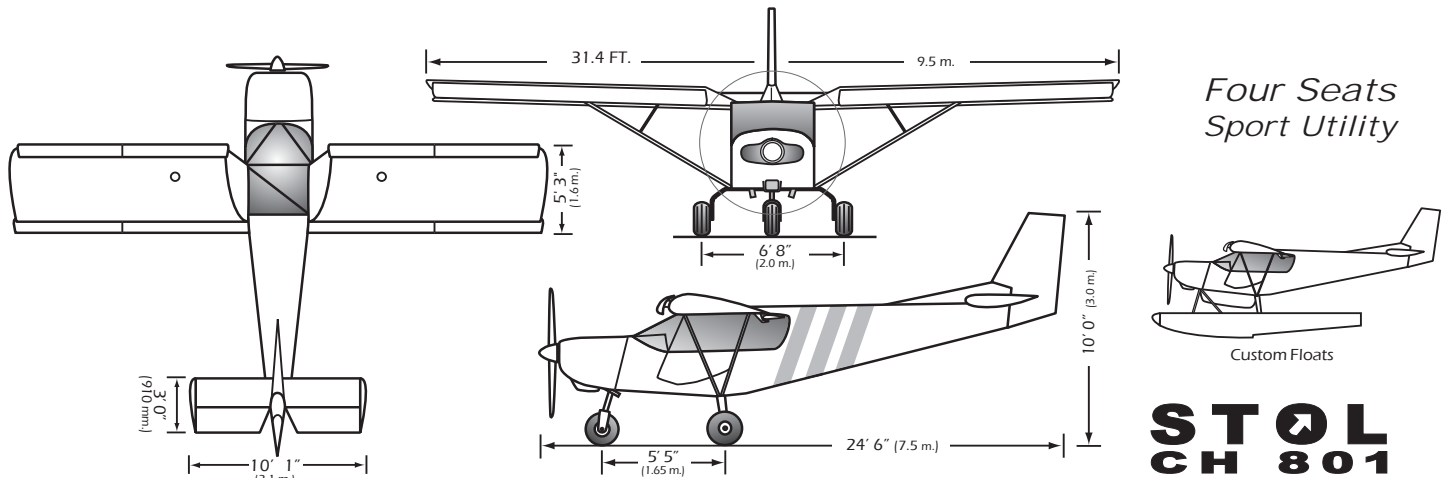


STOL CH 801

The new sport utility **STOL CH 801-HD** is the latest evolution of the all-metal, four-seat STOL CH 801 design. Like the much lighter two-seat STOL CH 701 "Sky Jeep" and the STOL CH 750, the STOL CH 801-HD was developed to provide maximum short-field performance while remaining easy to assemble, operate and maintain.



Designed for much more than occasional leisure flights and weekend outings, the CH 801-HD has been optimized for intense and repetitive use at full loads. While the classic STOL CH 801 was initially intended for recreational users in off-airport environments, Zenair developed the "Heavy Duty" (HD) package following extensive field-testing and based on the feedback from harsh overseas "agricultural" users. The new STOL CH 801-HD has become the aircraft of choice for a number of foreign operators exploiting the design's potential for "commercial" applications.



PERFORMANCE & SPECIFICATIONS

PERFORMANCE	Typical Load: 500 lbs. 1,650 lbs.	Gross Weight: 1000 lbs 2,200 lbs.	SPECIFICATION FIGURES		
Lycoming O-360, 180 BHP			Standard Configuration		
TAKE-OFF ROLL	290 Ft.	390 Ft.	LENGTH	24 Ft. 6 In.	7.5 m.
MAX. LEVEL SPEED	112 MPH	110 MPH	HEIGHT (rudder tip)	10 Ft. 0 In.	3.0 m.
CRUISE SPEED (75%)	106 MPH	105 MPH	WING SPAN	31 Ft. 4 In.	9.5 m.
STALL SPEED	35 MPH	39 MPH	WING AREA	167 Sq. Ft.	15.5 m.sq.
RATE OF CLIMB	1,200 fpm	720 fpm	EMPTY WEIGHT	1,300 Lbs.	522 kg.
SERVICE CEILING	16,000+ Ft.	14,000 Ft.	GROSS WEIGHT	2,200 Lbs.	975 kg.
RANGE / ENDURANCE (Std.)	320 miles / 3 Hrs.	315 miles / 3 Hrs.	USEFUL LOAD	900 Lbs.	455 kg.
EXTENDED RANGE OPTION	640 miles / 6 Hrs.	630 miles / 6 Hrs.	G LOAD (Ultimate)	+5.7 / -2.8 G	+5.7 / -2.8 G

Above performance figures with the Lycoming O-360 engine (180 BHP: 420 lbs. with accessories and fixed-pitch Sensenich 76-EM8-0-54 metal propeller). Standard atmosphere, sea level, no wind. Performance and specification figures based on prototype flight test results; subject to change without notice. Suitable power range: 150 - 240 BHP, up to 440 lbs. installed. Different engines and options will affect performance and specification figures.



The STOL CH 801-HD aircraft is at home on rough open fields as well as on city airports, providing both the versatility of a four-seat aircraft and the capacities of a cargo-hauling

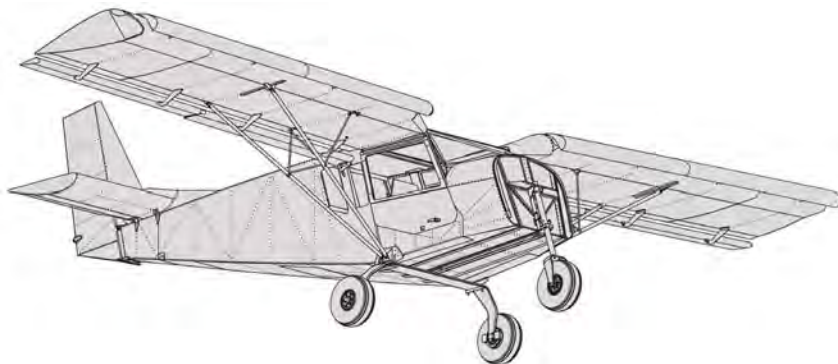
bush-plane. Developed as a utility aircraft, high-speed performances have been traded for outstanding high-lift capabilities to offer astonishing short take-off and landing performances and - with a large cabin area and heavy payload. Many other aircraft are faster than the STOL CH 801-HD, but none carry more payload with such short-field capabilities and such spectacular slow flight characteristics.



The STOL CH 801 has been officially evaluated and recognized in a number of countries; it has been granted special-use type-certificates in both

Asia and the Middle-East, allowing it to be used there for commercial spraying. Today, the new "HD" version is the only version of the aircraft offered by Zenair Ltd. in Midland, Ontario, Canada. The CH 8000 is a type-certificated version of the CH 801-HD (not available in North America).

Built of durable all-metal construction, the workhorse STOL CH 801-HD is equipped with simple systems to maximize weight savings and reliability. Its slow stall speed makes the aircraft easy to fly and give it spectacular short-field performance as well as overall versatility. Designed to provide the durability and ruggedness expected of an "off-airport" bush-plane, it offers many modern features for a truly versatile and utilitarian aircraft.

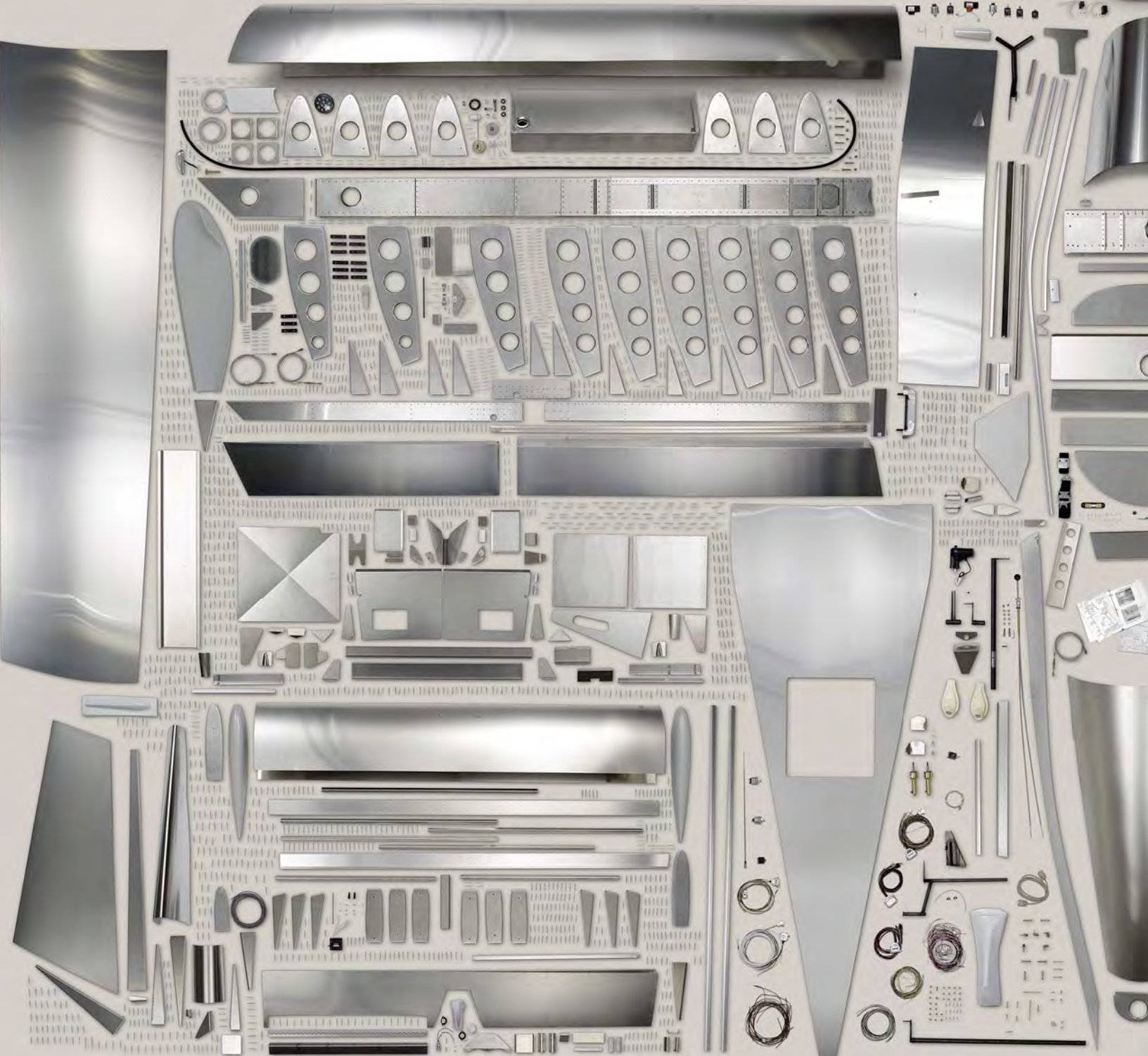


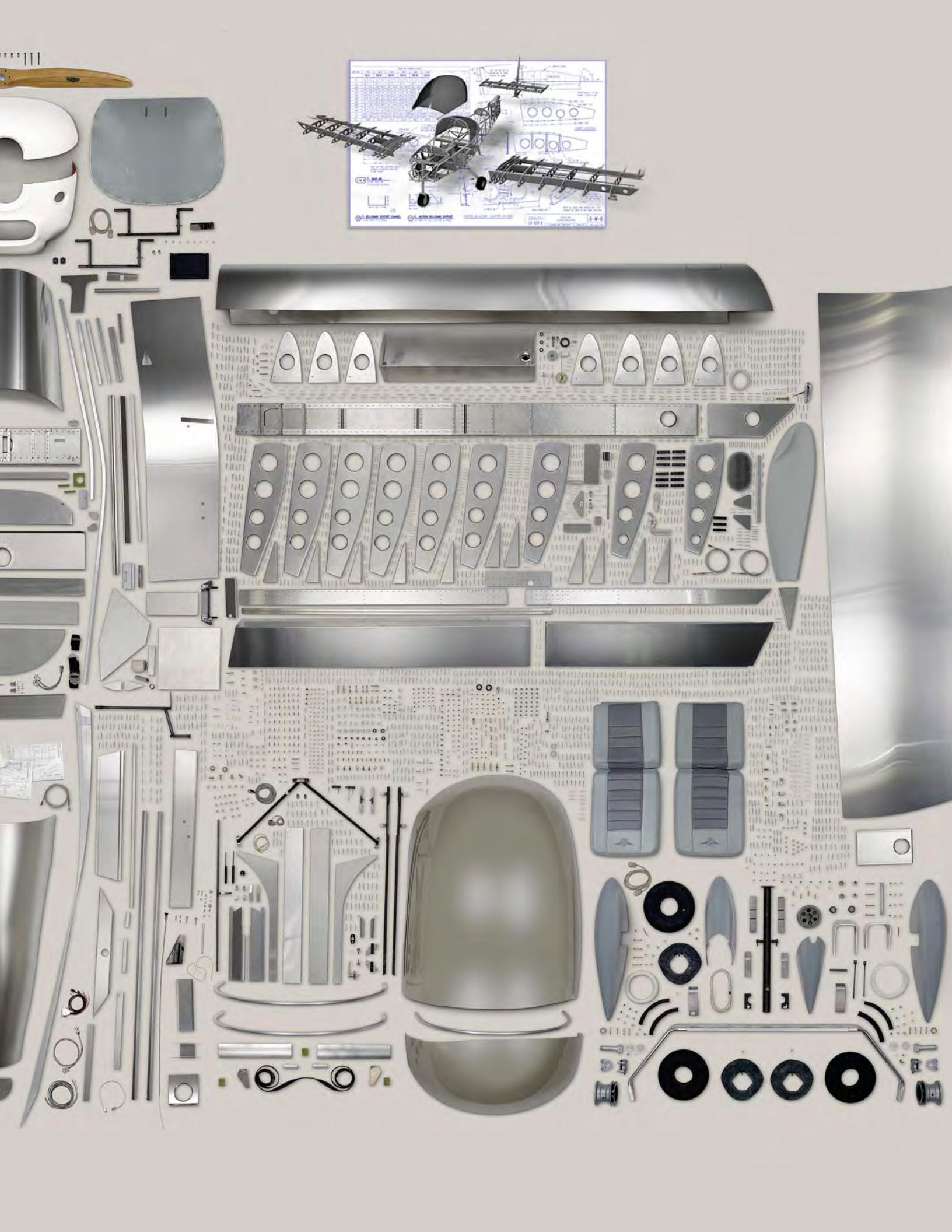


ZENITH CH 650



www.zenithair.com





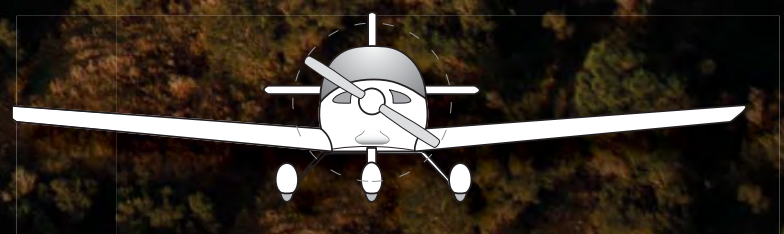
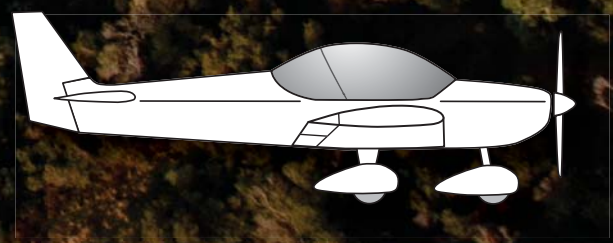
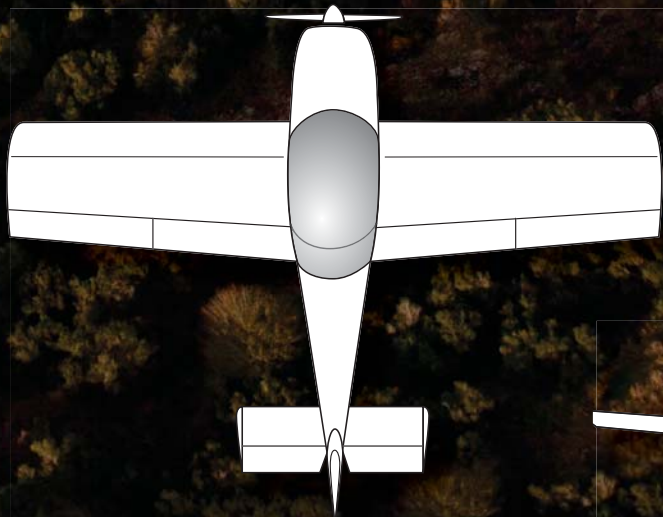
ZENITH CH 650



An affordable kit aircraft for the sport pilot, the Zenith CH 650 is perfect for recreational flying, with exceptional 360-degree visibility, the ability to operate from short grass strips while still cruising at 130+ MPH, and covering up to 30 miles with every gallon of fuel.

The CH 650 is the ideal project for the first-time builder and the demanding sport pilot, bridging the gap between performance flying and affordable costs. Simple and quick to build; easy and great fun to fly. Well suited for low-time pilots, the Zenith CH 650 offers exciting performance and good cross-country flying capabilities. The new CH 650 model provides all-metal durability and first-class comfort for two large persons in a wide cabin, plenty of baggage space, and much more.

Featuring a simple design for ease of construction and maintenance, the use of lightweight and efficient engines, comfortable side-by-side seating with excellent visibility, and good performance yet docile flight characteristics, the Zenith CH 650 is the modern evolution of a proven design first introduced in 1984.



PERFORMANCE

MAX. CRUISE (75%)	138 MPH
STALL (with flaps)	44 MPH
STALL (no flaps)	50 MPH
RATE OF CLIMB	1,000 FPM
TAKE-OFF ROLL	500 FEET
LANDING DISTANCE	500 FEET
ENDURANCE (standard) ¹	4.2 HRS

SPECIFICATIONS

WING SPAN	27 Feet
LENGTH	20 Feet
WING AREA	134 sq.ft.
CABIN WIDTH	44 Inches
EMPTY WEIGHT	695 lbs
DESIGN GROSS WEIGHT	1,320 lbs
FUEL CAPACITY - Standard	24 US Gal.

Performance figures with Jabiru 3300 engine: 110-hp @ 3,000 rpm. Specification and performance figures are based on standard factory prototype test results, and are subject to change and revision without prior notice. ¹ Endurance figures given without fuel reserve.

In 1984, Chris Heintz developed a low-cost, light-weight trainer aircraft. It featured a simple design for ease of construction and maintenance, the use of lightweight and efficient engines, comfortable side-by-side seating with excellent visibility, and good performance (yet docile enough behavior for low-time and student pilots).

The Zenith CH 650, a modern evolution of this design, has come a long way, yet the original design philosophy remains the same. Taking advantage of state-of-the-art aircraft engines, manufacturing technology, and high quality materials, the CH 650 continues the tradition of designs that are simple, quick and affordable to build without sacrificing performance and cross-country capability.



Simple systems, modern materials, and design ingenuity minimize required maintenance and make the CH 650 simple to build and fly, affordable, and very durable. The all-metal construction makes outdoor storage practical, and the wings are easily removed if the aircraft ever needs to be trailored. The flexibility of the design, both in the air and on the ground, makes the CH 650 the perfect sport aircraft for a wide range of pilots, from novices to the most experienced.

The ergonomically designed 44-inch (111.2 cm) wide cabin is large enough to comfortably accommodate two large adults, even on long cross-country flights. The bubble canopy provides spectacular 360-degree visibility, and opens forward to allow easy access from both sides. The main baggage compartment is located behind the seats and is more than sufficient to hold overnight bags.



The spacious CH 650 cabin.





The New Zodiac: Upgraded new features with modern new styling.

The Zodiac CH 650 B is a second generation light-sport aircraft developed specifically for Sport Pilots. It is the latest model in the Zodiac line of aircraft from aeronautical engineer Chris Heintz, first introduced in 1984.

New Canopy System

- more headroom
- improved ventilation
- single latch locking
- even better visibility
- roll protection

New
swept-back
rudder

Many custom
options available.

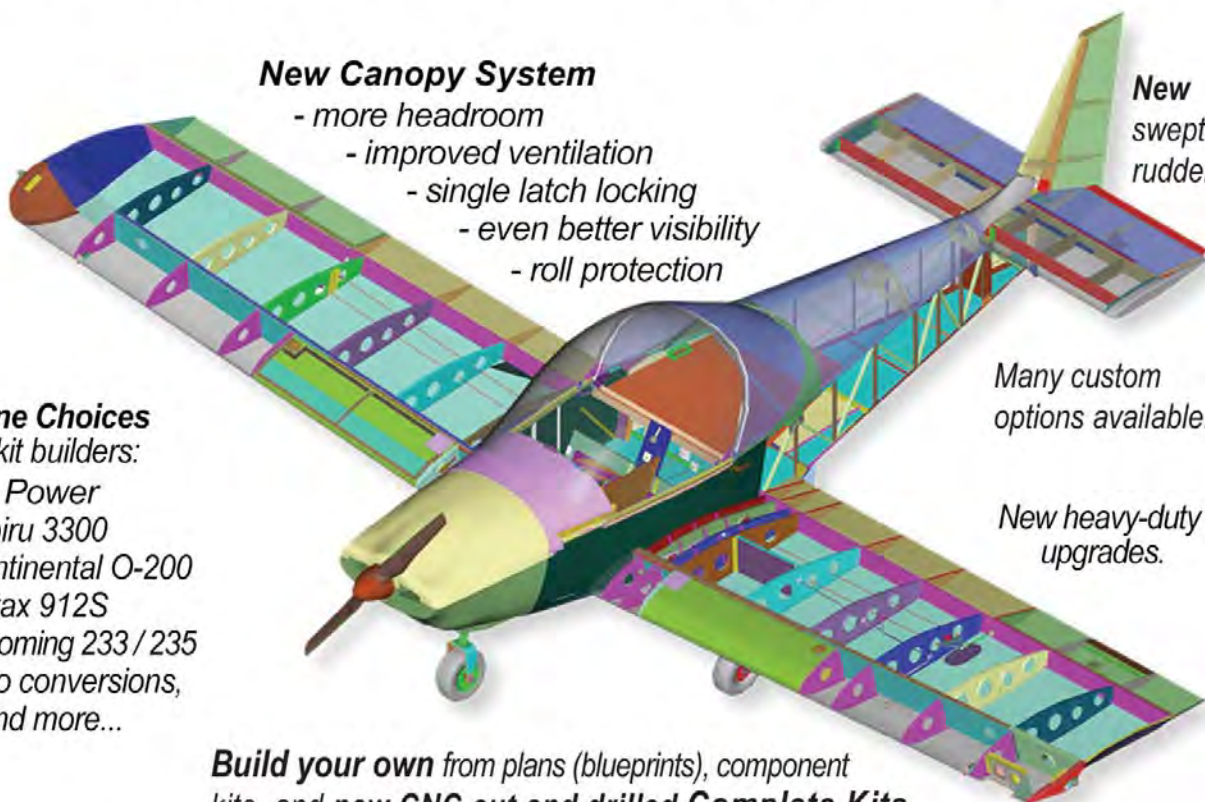
New heavy-duty
upgrades.

Engine Choices

for kit builders:

- UL Power
- Jabiru 3300
- Continental O-200
- Rotax 912S
- Lycoming 233 / 235
- auto conversions,
and more...

Build your own from plans (blueprints), component kits, and **new CNC cut and drilled Complete Kits**



ENGINE CHOICES

All models of the Zenith line of aircraft are designed to provide good performance using minimal power. While all aircraft are designed within certain power and engine weight guidelines, Chris Heintz designs are not based around a particular engine, maximizing the customer's choice of installed powerplant. New-generation aircraft engines, like the Rotax 912 and the UL Power series, offer superior efficiency at a lower weight, while traditional aircraft engines offer proven performance.

ROTAX 912 Series

With low operating costs and excellent power-to-weight ratios across the board, the Rotax 912 series of aircraft engines are a quality option for light sport aviation. The various models of the 912 product line range from 80 to 100 horsepower. The latest addition, the Rotax 912iS, continues to integrate modern technology, such as fuel injection and an engine management system, to complement Rotax's core values: outstanding performance combined with low fuel consumption.

100-hp Rotax 912 ULS complete Powerplant Package: \$25,990.

100-hp Rotax 912iS Sport Powerplant Package: \$33,750.



UL POWER Series

The line of UL Power engines are developed specifically for use in light aircraft, and represent a truly modern design approach to light aircraft engines. Standard features on the engines include FADEC control, multi-point fuel injection with automatic altitude compensation, and dual electronic spark ignition with variable timing. The direct drive, air cooled, and highly fuel efficient engines range from 97 to 130 horsepower, with an excellent power-to-weight ratio.

97-hp UL260i complete Powerplant Package: \$23,890.

130-hp UL350iS complete Powerplant Package: \$29,900.



CONTINENTAL O-200

Manufacturing aircraft engines since the 1930s, Continental Motors boasts a long history of performance and reliability. Today, the 100 horsepower O-200 is one of the go-to engines for light-sport aircraft. While the O-200 is still available factory-new (including the lightweight D model), there is a large used market for Continental engines, with numerous sources for used engines, parts, and after-market upgrades and enhancements.

100-hp Continental O-200D Powerplant Package: \$29,450.



OTHER ENGINE CHOICES:

Designed to provide maximum flexibility and freedom to the builder, Zenith aircraft are far from limited to the engine models listed above. Some other popular engine installations include the Jabiru 3300, the Lycoming O-235, and Corvair and Viking auto conversions.

Zenith Aircraft Company offers firewall-forward installation powerplant packages for the UL Power series, the Rotax 912 series, and the Jabiru 3300 engines, while supplying engine mounts, cowls, and accessories for various other engine models in order to best serve customers' needs. Other complete firewall-forward packages may also be available directly from the engine manufacturer or distributor.

All prices in U.S. Funds. Availability, prices, equipment and conditions subject to change without prior notice. Above Powerplant Package pricing includes engine and firewall-forward engine installation kits. July 2014 Prices.

INSTRUMENT PANELS

Zenith offers complete modern instrumentation and avionics packages. For many Zenith builders, designing and assembling their dream instrument panel is an important part of the kit aircraft experience. The large panel is flexible enough to accommodate traditional “steam gauges”, modern glass panels, and everything in between.



A CH 750 panel featuring a combination of “steam gauges” side-by-side with an iPad.



A clean and simple instrument panel with the Dynon SkyView.



A more traditional panel and center console with a custom finish.



A complete Dynon SkyView instrument and avionics package available through Zenith.

The Zenith Dynon SkyView package contains everything needed to finish the panel. The Dynon SkyView 10” display is included, as is a Dynon com radio, intercom, power panel, transponder, backup batteries, and so on. For \$11,950, this package contains everything needed for the builder who doesn’t want to deal with the process of designing and building a custom panel.

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ONE WEEK
WANDER
OSHKOSH 2014

Zenith CH 750



*Sport Pilot Ready
Awesome Visibility
Wide & Roomy Cabin
Fun to Fly / Great Performance
Many Engine Choices (100 - 160 h.p.)*

*Two Models To Choose:
STOL or CRUZER*



STOL CH 750
Light Sport Utility



The NEW Complete Kit with extensive CNC-cut match-drilled parts. Assemble the all-metal airframe kit in about 350 hours with simple hand tools. Build your own Zenith from a complete kit, component kits, or scratch-build from blueprints.

Gain hands-on building experience at monthly two-day factory workshops: Visit the factory in central Missouri for a demo flight and factory tour!

Easy to Build and Fun to Fly!

Building your own Zenith is the ideal project for both sport pilots and first-time builders.

Build It and Fly It... Faster!

STOL: Take-off in less than 100 ft.

CRUZER: 115+ mph cross-country performance

Check our website for complete specifications, pricing, and builder resources



Kit Aircraft Since 1992

Zenith Aircraft Company

1881 Airport Road, Mexico, Missouri 65265 USA

Telephone 573-581-9000

Exclusive online builder community:
www.zenith.aero

www.zenithair.com

Follow us on [facebook.com/zenithair](https://www.facebook.com/zenithair)



Zenith Aircraft Company

Zenith Aircraft Company is in the exclusive business of designing, developing and manufacturing kit aircraft. The independent, privately-owned company was formed in 1992 in Mexico, Missouri, centrally located in the United States, and is based in 20,000+ sq.ft. production facilities with runway access at Mexico Memorial Airport (KMYJ). Zenith Aircraft Company has acquired the exclusive rights to manufacture and market Zenair kit aircraft designs from designer Chris Heintz.



OPEN HANGAR DAY



Zenith's Annual Open Hangar Day and builder fly-in gathering is held every fall at the factory in Mexico, Missouri. The event features a builder dinner, seminars and workshops for builders and pilots of Zenith kit planes and enthusiasts.



RUDDER WORKSHOPS

If you've always dreamed of building your own airplane, but aren't sure that you have the required skills, Zenith Aircraft Company is providing you with the opportunity to learn all about building your own Zenith Aircraft kit at one of its factory workshops, where you can actually start building your own airplane. With an emphasis on gaining hands-on building experience, the informal workshops are coordinated by Zenith Aircraft staff and held right in the factory. Small group sizes make the workshops very productive and educational.



Held monthly at the Zenith factory, these two day events allow builders to jump start their project for merely the cost of the rudder kit, while learning the principles of sheet metal construction. The program also includes a tour of the factory, as well as demo flights in a Zenith aircraft!



"My father-in-law and I participated in the workshop this past weekend. I was very impressed by the aircraft, the facility, and especially the staff. You made learning a new skill intensive and rewarding... Congratulations on knowing exactly how to treat the novice builder...again, thank you." - FM



DESIGNER CHRIS HEINTZ



An accomplished aeronautical engineer, Chris Heintz is a graduate of the E.T.H Institute in Switzerland. After serving in the Air Force, Heintz worked for Aerospatiale on the supersonic Concorde jetliner, and later became chief engineer at Avions

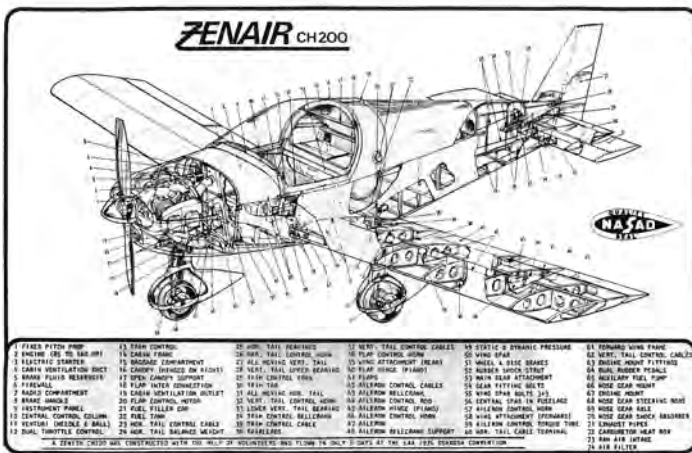
Robin (France) where he designed several fully-certified two and four seat all-metal production aircraft.

In his spare time, Heintz began to design and build his own aircraft, which he named the ZENITH, anagram of Heintz. Being an engineer and not a craftsman, his all-metal homebuilt aircraft incorporated simple construction methods throughout. After a little more than a year's work, the two-place, low-wing Zenith was rolled out and successfully flown in 1969. Soon after, detailed blueprints and construction manuals of the aircraft were drawn up and offered to the growing number of interested builders and flyers.

In 1992, Heintz licensed the kit manufacturing and marketing rights to Zenith Aircraft Company for the STOL CH 701 and the CH 601 designs, and subsequently developed the STOL CH 801, the ZODIAC XL, and the STOL CH 750 light sport utility kit airplane.



As founder, president and chief engineer of Zenair Ltd. since 1974, Heintz has designed and developed more than 12 new aircraft models, which have been marketed as kit aircraft around the world. Several thousand aircraft are presently flying around the world in 48 different countries. Heintz designs have earned an excellent reputation among pilots, builders, the press, and aviation authorities for their durable all-metal construction, normal flight characteristics, reliability, and low maintenance requirements, and his designs have been honored with numerous awards around the world.

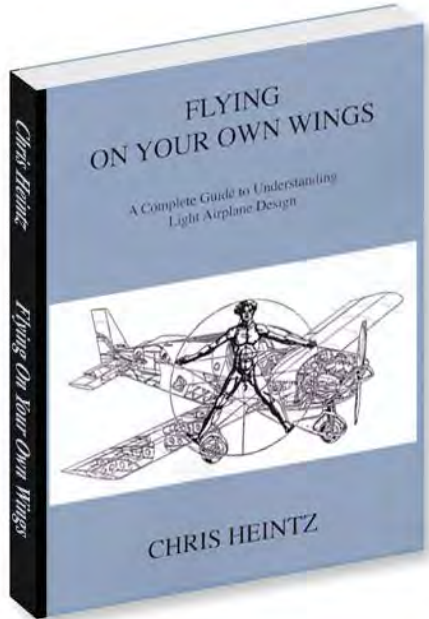


In 1973, Chris Heintz, his family and the Zenith moved to North America, where Heintz worked for de Havilland (in Toronto) as a stress engineer on the Dash 7 commuter. Chris decided to form his own aircraft company in 1974, and under the name of Zenair Ltd. started to manufacture Zenith kits himself from his two-car garage. Through the company, Heintz has introduced more than twelve successful kit aircraft designs over the years.



FLYING ON YOUR OWN WINGS

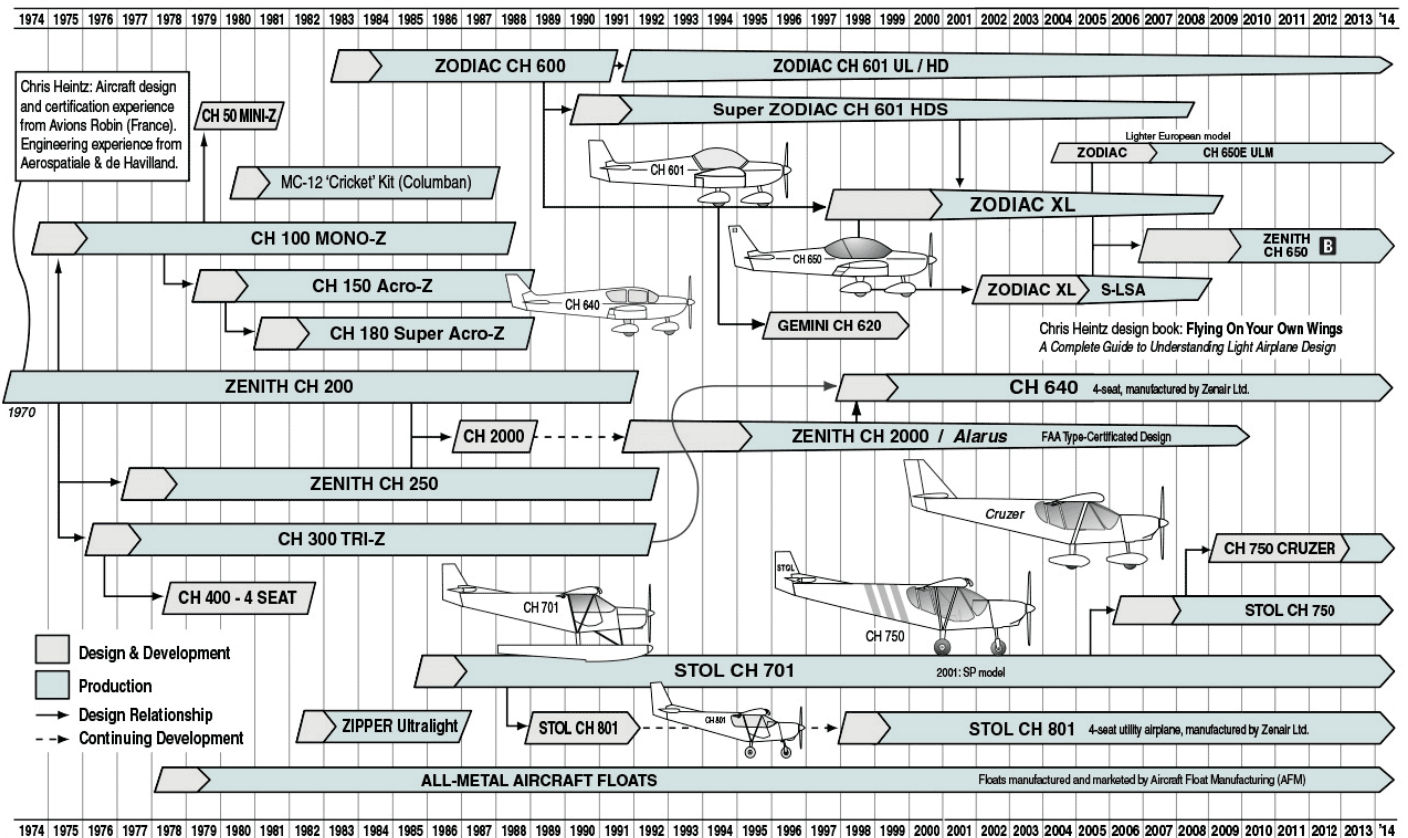
In FLYING ON YOUR OWN WINGS, Heintz shares his knowledge and insights into the art and science of light aircraft design. He “walks” readers through the essential understanding and skills required to conceive, develop, build and even test-fly their own personal light airplane. Basic mathematics, essential aerodynamics and stress analysis are just a few of the chapters of this fascinating book. Heintz even provides a sample design to help would-be designers take their first step towards imagining and creating their own wings.



Some Highlight Awards from Chris Heintz's Career:

- 1974** 'Best New Design' (EAAC) for the prototype Zenith CH 200.
- 1976** Heintz leads the “8-Day Wonder” project at EAA Oshkosh, building and flying an entire aircraft (from a kit) in eight days!
- 1978** The Dr. A. Raspet Memorial Award “for outstanding contribution to the advancement of the design of light aircraft”.
- 1984** 'Best New Design' (EAAC) for the prototype ZODIAC CH 600.
- 1999** Designer Chris Heintz inducted to EAA Hall of Fame.
- 2011** Chris Heintz is officially honored and recognized at the EAA AirVenture (Oshkosh) international fly-in convention for his many significant contributions to the industry.

CHRIS HEINTZ LIGHT AIRCRAFT DESIGN HISTORY: 1974 - 2014



Zenith Aircraft Company produces kit aircraft under license from designer Chris Heintz. www.zenithair.com www.zenith.aero

Build It. Fly It!



STOL CH 750 Light Sport Utility



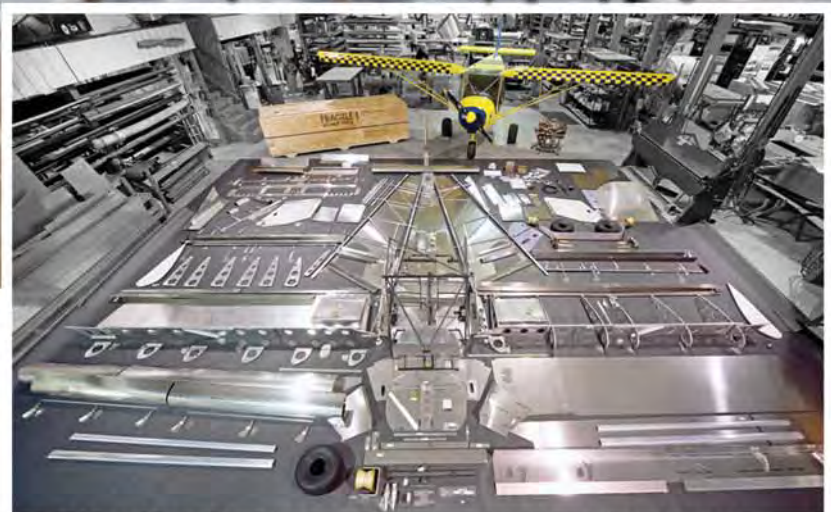
*Sport Pilot Ready
Awesome Visibility
Wide & Spacious Cabin
Great Short Field Performance
Engine Choices (85 - 160 h.p.)*

Ideal for back-country sport flying.



New instrument panels are available with modern avionics to meet your requirements

Zenith Aircraft around the world:
www.zenair.com



The Complete Kit with extensive CNC-cut match-drilled pilot holes.

Modern Light Sport Utility Aircraft: The STOL CH 750 is a modern light sport airplane, with standard tricycle gear configuration and easy cabin access from both sides through the enormous swing-up bubble doors.

STOL CH 750 Performance*

Take-Off Roll: 100 feet

Cruise: 100 mph

Stall (flaps down): 35 mph

Rate of Climb: 1,000 f.p.m.

* Performance figures based on prototype test results @ gross weight with 100 h.p. Continental O-200.



Check our website for complete specifications, pricing, and builder resources

Zenith Aircraft Company

1881 Airport Road, Mexico, Missouri 65265 USA

Telephone 573-581-9000

ZENAIR™

Quality Aircraft Since 1974

Chris Heintz attended his first EAA Oshkosh Fly-In the summer of 1973 along with his prototype CH 200. The high level of interest in the Zenith greatly inspired him and he immediately began translating the drawings and manuals for the aircraft. It wasn't long before plans owners called to ask about the availability of parts, so Chris started cutting and bending aluminum parts in the basement



of his family home in Richmond Hill, a suburb of Toronto. When Chris' basement got too crowded, he re-assembled a recycled two-car garage in the backyard.

Within a year Chris had outgrown his garage, and rented a commercial building in the town of Nobleton. This would be home to Zenair for the next ten years, and the birthplace for the CH 100 series, the CH 300 and the Zipper ultralight series. Wooden Zenair propellers were manufactured there as well as the first all-aluminum Zenair floats. The first CH 600 was built there, as was the prototype STOL CH 701.

With the advent of new ultralight regulations in Canada which allowed the manufacturing of ready-to-fly aircraft, it was time to look for a new, larger home, preferably on an airport so that newly finished aircraft could be test flown on site. A site was found on the Huronia Airport and Chris set out to design and build the main building which has been home to Zenair ever since.

From the start, Zenair's mission has remained true to its founder's dream: To offer a range of simple and affordable aircraft for recreational pilots. Spanning 40 years, Zenair has produced kits for single-seat aircraft, two, three and four-seat aircraft, low-wing and high-wing designs, ultralights, and most recently, certified VLA and LSA aircraft.

With Chris retired, Zenair Ltd. - under the leadership of Chris' sons - continues to develop, manufacture and sell Heintz-designed airframe and float kits around the world. Recently celebrating its 40th anniversary in July, Zenair is now one of the most experienced and well-established light aircraft kit manufacturers in the world, with over 10,000 kit builders.





Enjoy the Thrills and Freedom of FLOAT FLYING

Interested in adding a whole new perspective - and exciting challenges - to recreational flying? Enjoy the thrills, fascination and freedom of float flying! With Zenair Floats, converting your existing sport plane to a seaplane is surprisingly easy and affordable. Available in a wide range of sizes, there are Zenair Floats to fit your aircraft.

Zenair Floats all feature individual compartments separated by full-size bulkheads, rugged custom extruded aluminum keels, and full-length 'walkway' stiffeners along the top. Sleek aerodynamic design minimizes drag, allowing the floats to carry their own weight in flight without reducing the useful load of the aircraft. The float design incorporates a hydrodynamic "step" which allows separation from the water in short distances, with take-offs from water possible in no more than a few hundred feet!

Using modern aviation aluminum alloys along side proven design techniques, Zenair Floats are very durable, corrosion resistant, and easy to assemble from quick-build kits. Already, Zenair floats have been on many of different models of aircraft, from homebuilts to ultralights to factory-built models, and are in use around the world in both fresh-water and salt-water environments.

Alongside standard floats, Zenair offers amphibious floats that feature extra-large tires, perfectly suited for grass strips. Both configurations in multiple sizes are available in kit form through Zenair.



Full Lotus floats are extremely tough and shock absorbing, thanks to a sturdy polycarbonate shell. Because of this, Full Lotus floats can be beached on rocky shores without worry, and can also function as skis, allowing operation even in very soft snow, thanks to their large footprint. Available in amphibious configuration Full Lotus floats are perfect for the pilot seeking maximum durability and flexibility.





ZENAIR CH 640

The ZODIAC CH 640 was designed for kit builders seeking a modern low-wing, all-metal and affordable four-seat aircraft. While there are literally hundreds of fancy two-seat kit aircraft designs available for home construction, there are remarkably few convincing four-seat models for homebuilders to choose from. The ZODIAC CH 640 bridges the gap between the utility designs and the high-performance expensive ones - making it a logical choice for many pilots and builders.

The ZODIAC CH 640 is a conventional four-seater, with a 2+2 seating configuration; it has a useful load of 1,000 lbs., making it a truly travel-friendly aircraft. The design features a fixed tricycle landing gear, large dual gull-wing

doors, a wing span of 31.5 feet and an overall length of 23 feet. Most CH 640 flying today are powered by the 180-hp Lycoming O-360 engine.

Available as a kit aircraft from Zenair, the CH 640 has handling characteristics that most conventional pilots are familiar with; it even comes with a dual yoke control system instead of control sticks typically found in most kit designs. The heavier weight of the aircraft also makes it well suited for pilots transitioning from similar-sized Cessna or Piper designs. Its roominess and impressive payload make the Zodiac CH 640 a well-adapted aircraft for longer cross-country trips.

PERFORMANCE Lycoming O-360, 180 BHP	Take-Off Weight: 1,650 lbs. Typical Load: 518 lbs.		Gross Weight: 2,200 lbs. Useful Load: 1,000 lbs.	
	MAX. LEVEL SPEED	155 MPH	250 km/h	145 MPH
CRUISE SPEED (75%)	140 MPH	227 km/h	136 MPH	227 km/h
STALL SPEED (flaps)	40 MPH	65 km/h	47 MPH	76 km/h
STALL SPEED (no flaps)	50 MPH	81 km/h	58 MPH	93 km/h
RATE OF CLIMB	1,400 fpm	7.0 m/s	950 fpm	4.8 m/s
SERVICE CEILING	16000+ Ft.	4880+ m.	12,800 Ft.	3,900 m.
ENDURANCE (Std.)	3.75 hours	3.75 hours	3.75 hours	3.75 hours
RANGE (Std)	525 miles	845 km.	510 miles	820 km.
TAKE-OFF ROLL	950 Ft.	260 m.	990 Ft.	300 m.
LANDING ROLL	800 Ft.	244 m.	1,150 Ft.	350 m.



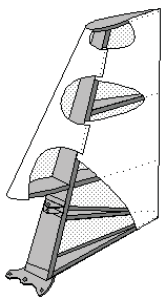
If you've dreamed of building and flying your own sport utility kit aircraft, Zenith Aircraft Company has the answer to your dreams, be it taking off out of your own backyard strip or comfortably cruising cross-country in an airplane you have built yourself.

Building your own aircraft is going to be one of the most challenging and rewarding undertakings you'll ever accomplish: imagine, you'll be enjoying the thrills of flying an aircraft that you've built yourself! Few people get to experience the sensation and freedom of flying. Even fewer are also rewarded by flying an airplane that they've built themselves.

Zenith Aircraft Company is a leader in the kit aircraft manufacturing industry, bringing more than twenty years experience designing and building quality aircraft kits for both first-time builders and demanding sport pilots. With this invaluable experience, Zenith Aircraft provides customers with award-winning designs, easy-to-build kits, and ongoing direct factory service and support.

If you are interested in making this dream a reality with a Zenith, stop by the factory for a tour and a demo flight, or better yet, jump-start your project by attending a workshop. A Rudder Starter kit is also available, and consists of the kit for the complete rudder tail section, including detailed, illustrated step-by-step assembly manual - everything you need to get started!

Shipped right to your door, the Rudder Starter Kit is a weekend project that provides a hands-on introduction to building your own aircraft.



To find out more, call **(573) 581-9000** and check our Facebook page for daily updates: www.facebook.com/zenithair

facebook

Zenith Aircraft Company has been established to service the needs of sport pilots as a Supply House for recreational aircraft hobbyists, making available aircraft designs, kits, and parts for educational purposes. Sometimes, things run into snags for reasons beyond our control. Most of them are so-called "Acts of God" like earthquakes, tornadoes, floods, fires, and the like, but some are also man-made, such as labor strikes, transportation snafus, etc. If they happen, customers get mad - and we don't blame them - but we must assign the cause where it belongs instead of being blamed for all the trouble. We earnestly hope that you won't run into any problems (most of our customers don't), but we are obligated to let you know the extent of our protecting your interest that is within our power to provide. Please read the following carefully, because if conditions listed below are not acceptable to you, you should not place this order (unless changes are made with acceptance in writing from Zenith Aircraft Co.). Your filling in this Order Form and delivering it to us constitutes your understanding and agreement of the following conditions and requirements. Thank you for your goodwill and confidence in Zenith Aircraft Company.

1. No orders are accepted by Zenith Aircraft Co., hereafter also called the Company, or Seller, unless accompanied by a payment of not less than 50-percent of the list price of all parts / kit ordered, and unless accompanied with this signed Conditions of Sale and Warning Notice. Full payment is required for the Drawings and Manuals.
2. This contract permits the buyer to build one airplane or part of it in the Custom-Built, Experimental, Ultralight, etc. category. The type of aircraft and the Drawings serial number must be visibly marked on the vertical tail or fuselage sides of the aircraft. The buyer is advised that the Drawings, Manuals, and/or parts contain proprietary rights. The buyer covenants and agrees that he will not: a) Reproduce, b) Communicate, c) Transfer, sell, exchange or modify them or any part of them, d) Permit any other person to use said drawings, manual, and/or parts, without the written permission of the Company. The sole purpose of the plans, drawings, manuals, and parts is strictly educational and there is no implied or expressed warranty. During the construction the buyer is to cause the structure and installations to be inspected and approved by the relevant government and/or aviation authority (FAA). The Buyer agrees to notify the Company in writing immediately of the sale of any Drawings and Manuals, parts, components, or kit, whether completed or not, supplying the complete name and address of the new owner(s).
3. The Company will not be held responsible for any delays in deliveries due to delays of carriers, fires, and other Acts of God, or other causes for delay beyond its control.
4. Claims for defective materials or missing parts will be allowed only when such claims are made within thirty (30) days from the date of delivery. No goods may be returned unless previously authorized by the Company. (Inspect your order for missing or damaged parts immediately upon receipt).
5. Orders accepted by the Company may be canceled by the buyer within fifteen days of the date of order without the company's advance approval, provided: a 10-percent cancellation charge is assessed if goods were not yet shipped, or a 20-percent charge if the goods were shipped and are returned. Any delivered order not picked-up or accepted by the buyer for more than thirty days shall be considered to be forfeited. Drawings and Manuals, or other printed materials, may not be returned for credit or refund. PROVIDED HOWEVER, in no event will seller accept goods for return for any reason the earlier of thirty days (30) days from the date of shipment, or assembly, installation, construction, or modification of any product, whichever occurs first.
6. Unless otherwise specified, the buyer agrees to pay in full for, and take delivery of, the merchandise in not more than two weeks after receiving notification that it is ready for shipment. Storage rental shall be charged beyond that time. It is the sole responsibility of the buyer to pay any applicable sales tax or usage tax, in whichever state(s), and all applicable shipping and shipping related charges.
7. All orders not delivered for lack of shipping instructions, payments, or any other delays caused by the buyer for longer than thirty days shall be considered forfeited and void, and the Company will have the right to scrap or dispose of the merchandise at its discretion and retain the full deposit.
8. All prices are F.O.B. Factory and subject to change without notice. Delivery to the Carrier shall constitute the delivery to the buyer, and the responsibility for the goods in transit shall be the Carrier's and the buyer's. A Bill of Lading (or Way-Bill) shall be sufficient evidence and proof of the date of shipment. Claims of damage in transit shall be made to the Carrier and not the Company. NOTICE: If any container or crate shows the slightest damage on delivery, it should be opened and inspected before acceptance from the Carrier, and a statement of damage made immediately. Insurance of goods in transit is the responsibility of the buyer, and the Company will not pay for goods damaged in transit, nor for shipping charges to and from the factory of returned shipments, damaged, or replacement parts.
9. This contract shall be governed by and construed in accordance with the laws of the State of Missouri, and is the only contract controlling this sale and purchase, and it contains all the agreements, expressed or implied, either verbal or in writing, made between the Company and the buyer. If any provisions of this contract shall be held to be invalid, the remaining provisions shall continue to be valid. This Agreement and the covenants, promises and agreements contained herein shall be governed in accordance with the laws of the state of Missouri, United States. This Agreement shall be deemed executed and delivered in Missouri. The parties consent to the venue of any state court sitting in Audrain County, Missouri, United States, or the United States District Court, Eastern District of Missouri, in any action brought to enforce the terms of this Agreement. The parties irrevocably and unconditionally submit to the jurisdiction (both subject matter and personal) of any such court and irrevocably and unconditionally waive: (i) any objection any party might now or hereafter have to the venue in any such court; and (ii) any claim that any action or proceeding brought in any such court has been brought in an inconvenient forum. The parties acknowledge that the United Nations Convention on Contracts for the International Sale of Goods shall not apply to this Agreement.
10. Custom-built aircraft are licensed by the government to fly in the applicable "Experimental," "Amateur-Built" or "Ultralight," etc. category. Each aircraft is treated legally by the governing authority (FAA) as a "one-of-a-kind" in design and construction, and is liable to be unpredictable, hazardous, and even potentially lethal. Therefore, construction and operation of such aircraft may be unsafe without acquiring, studying and complying to the letter of all instructions and manuals pertaining thereto. The Seller does not warrant that the aircraft as constructed by the buyer, or any other person, will be airworthy, or will qualify for certification or registration by aviation authorities, or will meet the requirement of the buyer. Notwithstanding the forgoing, seller may provide from time to time, but is not required to provide, technical assistance during the assembly, installation and construction process. However, buyer and seller specifically agree that responsibility for building the aircraft or its parts shall rest solely with the buyer and that no liability shall arise from or extend from any technical assistance provided by seller. Purchaser acknowledges that the assembly and construction of the product requires certain technical experience and skill. Further seller and purchaser specifically agree that the seller cannot and does not warrant the ability of any individual, including purchaser, to properly assemble, construct and maintain an aircraft kit of the kind sold by seller. In exchange for such technical assistance, purchaser and seller specifically agree that purchaser shall hold harmless seller from any and all liability which may arise from any technical advice provided by seller, seller's employee, or seller's agent.
11. **EXCLUSIONS OF WARRANTIES, NO WARRANTIES. THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, ARE EXCLUDED FROM THIS TRANSACTION AND SHALL NOT APPLY TO THE GOODS SOLD, THE CONSTRUCTION OF THE GOODS, THE PLANS & MANUALS, THE GOODS WORKMANSHIP, THE SAFETY OF THE GOODS DESIGN OR ANY OF THE GOODS COMPONENTS.**
12. In recognition of the above, and because they cannot control nor assure quality and accuracy of compliance with their instructions during and after construction of such aircraft, the Seller and/or Owner (and their agents, servants, employees, contractors, successors and assigns) hereby give notice to the Buyers and/or Operators (and their heirs, administrators and assigns) of this aircraft, that they carry no liability insurance.
13. **BY SIGNING THIS DOCUMENT, AND BY PROCEEDING WITH THIS ORDER, THE BUYER ATTESTS THAT HE HAS THE FULL AUTHORITY AND CAPACITY TO SIGN AND VALIDATE THIS DOCUMENT. THE BUYER(S) AND/OR OPERATOR(S), AS DEFINED ABOVE, ACKNOWLEDGE THE RECEIPT AND UNDERSTANDING OF THIS WARNING NOTICE AND SO SIGNIFY, BY THEIR DECISION TO GO AHEAD WITH PURCHASING, ACCEPTING AND OPERATING THIS AIRCRAFT, OR ANY OF ITS PARTS, AND AGREE TO HOLD THE SELLER AND/OR OWNER, AS DEFINED ABOVE, HARMLESS FROM ALL LIABILITY AND FROM ANY CLAIMS OF DAMAGES AND CAUSES OF ACTION WHICH MAY BE INCURRED BY THEM OR ANY THIRD PARTY AS A RESULT OF THE PURCHASE, USE, CONSTRUCTION, AND OPERATION OF THIS AIRCRAFT, ITS PLANS, PARTS AND COMPONENTS. BUYER AND/OR OPERATOR HEREBY ASSUME ALL RISK, LIABILITY AND RESPONSIBILITY RELATIVE TO THE CONSTRUCTION AND OPERATION OF THE AIRCRAFT.**

BUYER'S NAME: _____

SIGNATURE: _____

ADDRESS: _____

DATE: _____

TELEPHONE: _____

SPOUSE / NEXT OF KIN SIGNATURE: _____

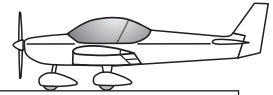
If more than one buyer, each buyer must sign this form.



Zenith Aircraft Company

1881 Airport Road, Mexico, Missouri 65265 USA
 (573) 581-9000 FAX: 573-581-0011 www.zenithair.com

Zenith CH 650 Order Form



Name:	Date:
	Home Tel:
Address:	Day Tel:
	FAX:
	E-mail:

ORDER DETAIL: ZENITH CH 650^B

Description	Price	Amount
Zenith CH 650 B Airframe Kit (includes Drawings & Manuals):	\$ 14,275.00	
Zenith CH 650 B Finishing Kit (items to complete the aircraft, including landing gear, wheels, and canopy):	\$ 4,225.00	
Zenith CH 650 B "Quick Build Kit" Factory-assembled fuselage (order with the airframe and finishing kit):	+\$ 4,450.00	
Zenith CH 650 B Drawings (must be purchased separately if building from component kits).	\$ 495.00	
Zenith CH 650 B Rudder Starter Kit (includes rudder assembly manual):	\$ 375.00	
Recommended Tools		
Complete Tool Kit with Air Drill	875.00	
Complete Tool Kit (without pneumatic drill)	665.00	
Tool Kit contains recommended kit assembly hand tools		
See www.zenithair.com/kit/tools/ for details		
Kit Options:		
Dual Control Sticks Option	\$ 485.00	
Long Range Fuel System Kit*	490.00	
Nav/Strobe/Position LED Kit *	745.00	
Wheel Faings Kit (for tricycle gear)	450.00	
Aileron Trim Tab Kit*	330.00	
Landing Light Kit* (LED: Add \$455)	240.00	
Wing Baggage Lockers Kit	140.00	
Tailwheel Option (6.00 x 6 wheels)	380.00	
Component "buy-as-you-build" Kits (instead of the complete kit):		
Tail Kit (includes Rudder Kit)	1,750.00	
Wings & Ailerons / Flaps Kit	5,225.00	
Fuselage Kit	5,275.00	
Controls Kit	1,065.00	
Fuel System Kit *	1,375.00	

Actual contents of the tool kit subject to change or revision.
 * Order with the Wings Kit.

Crating Charges:

Shipping charges are not included.
 The price of the Drawings and Manuals includes shipping and handling.

Rudder Starter Kit: Includes prepaid UPS shipping.

No crating charge for loading and picking up the kit at the factory.
 No additional crating charge for tools shipped with kit orders.

CRATING	Airframe Kit	\$455.00
	Finishing Kit	350.00
	Rudder Starter Kit	46.75

Sub-Total (this column):

Sub-Total (left column):

Total of Above:

Crating:

TOTAL:

LESS: DEPOSIT (with this order):

BALANCE DUE: (Prior to shipping):

Notes / Shipping Instructions:

Buyer(s) must accept and validate the Conditions of Sale and Warning Notice form (on reverse side) before order can be accepted.

Additional Information: See <http://www.zenithair.com> for the latest updates and addition order info.

Call 573-581-9000 (Monday - Friday, 8-5 Central) if you require assistance with your order or if you have any questions. E-mail inquiries: info@zenithair.com
 Select firewall-forward engine packages and instrument kits are also available.

Payment Method (Deposit): Check Enclosed

Credit Card: Visa MasterCard

Card No: ---- Exp. Date: /

SIGNATURE _____

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9. This contract shall be governed by and construed in accordance with the laws of the State of Missouri, and is the only contract controlling this sale and purchase, and it contains all the agreements, expressed or implied, either verbal or in writing, made between the Company and the buyer. If any provisions of this contract shall be held to be invalid, the remaining provisions shall continue to be valid. This Agreement and the covenants, promises and agreements contained herein shall be governed in accordance with the laws of the state of Missouri, United States. This Agreement shall be deemed executed and delivered in Missouri. The parties consent to the venue of any state court sitting in Audrain County, Missouri, United States, or the United States District Court, Eastern District of Missouri, in any action brought to enforce the terms of this Agreement. The parties irrevocably and unconditionally submit to the jurisdiction (both subject matter and personal) of any such court and irrevocably and unconditionally waive: (i) any objection any party might now or hereafter have to the venue in any such court; and (ii) any claim that any action or proceeding brought in any such court has been brought in an inconvenient forum. The parties acknowledge that the United Nations Convention on Contracts for the International Sale of Goods shall not apply to this Agreement.
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11. **EXCLUSIONS OF WARRANTIES, NO WARRANTIES. THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, ARE EXCLUDED FROM THIS TRANSACTION AND SHALL NOT APPLY TO THE GOODS SOLD, THE CONSTRUCTION OF THE GOODS, THE PLANS & MANUALS, THE GOODS WORKMANSHIP, THE SAFETY OF THE GOODS DESIGN OR ANY OF THE GOODS COMPONENTS.**
12. In recognition of the above, and because they cannot control nor assure quality and accuracy of compliance with their instructions during and after construction of such aircraft, the Seller and/or Owner (and their agents, servants, employees, contractors, successors and assigns) hereby give notice to the Buyers and/or Operators (and their heirs, administrators and assigns) of this aircraft, that they carry no liability insurance.
13. **BY SIGNING THIS DOCUMENT, AND BY PROCEEDING WITH THIS ORDER, THE BUYER ATTESTS THAT HE HAS THE FULL AUTHORITY AND CAPACITY TO SIGN AND VALIDATE THIS DOCUMENT. THE BUYER(S) AND/OR OPERATOR(S), AS DEFINED ABOVE, ACKNOWLEDGE THE RECEIPT AND UNDERSTANDING OF THIS WARNING NOTICE AND SO SIGNIFY, BY THEIR DECISION TO GO AHEAD WITH PURCHASING, ACCEPTING AND OPERATING THIS AIRCRAFT, OR ANY OF ITS PARTS, AND AGREE TO HOLD THE SELLER AND/OR OWNER, AS DEFINED ABOVE, HARMLESS FROM ALL LIABILITY AND FROM ANY CLAIMS OF DAMAGES AND CAUSES OF ACTION WHICH MAY BE INCURRED BY THEM OR ANY THIRD PARTY AS A RESULT OF THE PURCHASE, USE, CONSTRUCTION, AND OPERATION OF THIS AIRCRAFT, ITS PLANS, PARTS AND COMPONENTS. BUYER AND/OR OPERATOR HEREBY ASSUME ALL RISK, LIABILITY AND RESPONSIBILITY RELATIVE TO THE CONSTRUCTION AND OPERATION OF THE AIRCRAFT.**

BUYER'S NAME: _____

SIGNATURE: _____

ADDRESS: _____

DATE: _____

TELEPHONE: _____

SPOUSE / NEXT OF KIN SIGNATURE: _____

Room. With A View.

Zenith CH 650



- *Awesome Visibility*
- *Wide & Spacious Cabin*
- *Impressive Performance*
- *Sport Pilot Ready*
- *Choice of Engines*
- *Affordable to Build and Fly!*

New Features with Modern Styling: The CH 650 B is a second-generation light sport kit aircraft developed specifically for sport pilots, and is the latest model from aeronautical engineer Chris Heintz. Build your own CH 650 aircraft from a complete kit, component kits, or from blueprints only.



Assemble the airframe kit in less than 500 hours with simple hand tools. Standard kit features include dual welded-aluminum wing fuel tanks, factory-riveted wing spars, assembly hardware, and more!

Come gain hands-on building experience at one of our monthly factory workshops.

Visit the factory for a demo flight and factory tour!

Build It. Fly It!

Zenith Aircraft Company: 1881 Airport Road, Mexico, Missouri 65265 USA **Tel: 573-581-9000**



New engine choices from **UL Power: 97 - 130 h.p.**

Direct drive, air cooled, multi-point electronic fuel injection with FADEC.

www.ulpower.net

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www.zenithair.com

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Zenith CH 750

Light Sport Kit Aircraft



Sport Pilot Ready
Awesome Visibility
Wide & Roomy Cabin
Fun to Fly / Great Performance
Many Engine Choices (85 - 160 h.p.)



New instrument panels are available with modern avionics to meet all your requirements

Gain hands-on building experience at monthly two-day factory workshops: Visit the factory in central Missouri for a demo flight and factory tour!

Build It and Fly It... Faster!

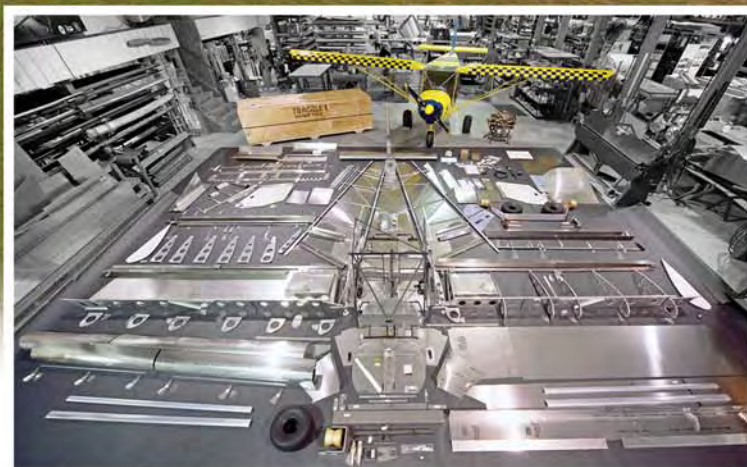
STOL: Take-off in less than 100 ft.

CRUZER: 118 mph cross-country performance

Check our website for complete specifications, pricing, and builder resources



Two Models To Choose:
STOL or CRUZER



The Complete Kit with extensive CNC-cut match-drilled pilot holes. Assemble the all-metal airframe kit in about 350 hours with simple hand tools. Build your own STOL CH 750 from a complete kit, component kits, or from blueprints.

Easy to Build and Fun to Fly!
Building your own Zenith is the ideal project for both sport pilots and first-time builders.

Zenith Aircraft Company

1881 Airport Road, Mexico, Missouri 65265 USA

Telephone 573-581-9000

Exclusive online builder community:
www.zenith.aero

www.zenithair.com

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- **Zenith Aircraft Company:** <http://www.zenithair.com>
- **Zenair Ltd:** <http://www.zenair.com>
- **Zenith.Aero** - the online community for active builders and pilots of Zenith Aircraft kit: <http://www.zenith.aero>
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- Zenith Aircraft **International Sales**: <http://www.zenithair.com/dlr-intl.htm>
- **Contact** Zenith Aircraft Company: <http://www.zenithair.com/contact.html>

- **Facebook** - With new content daily, our Facebook page is a great resource for updates from Zenith Aircraft.
Note: To receive all of our Facebook updates, click on Get Notifications (clicking on the Liked button on the Zenith Facebook page).
<https://www.facebook.com/zenithair>
- **YouTube channel** - Check out the many video clips on building and flying a Zenith aircraft. Subscribe to the Zenith YouTube channel to receive notification when new videos are posted.
<https://www.youtube.com/user/zenithairco>