PH-TWO

Serial No – CH801HD1202

Pilot Operating Handbook

Zenith Aircraft Company – STOL CH 801 HD

with AeroSportPower IO 360 B2B Engine

Version 30.07.2017

Zenith CH 801 – HD

Pilot Operating Handbook

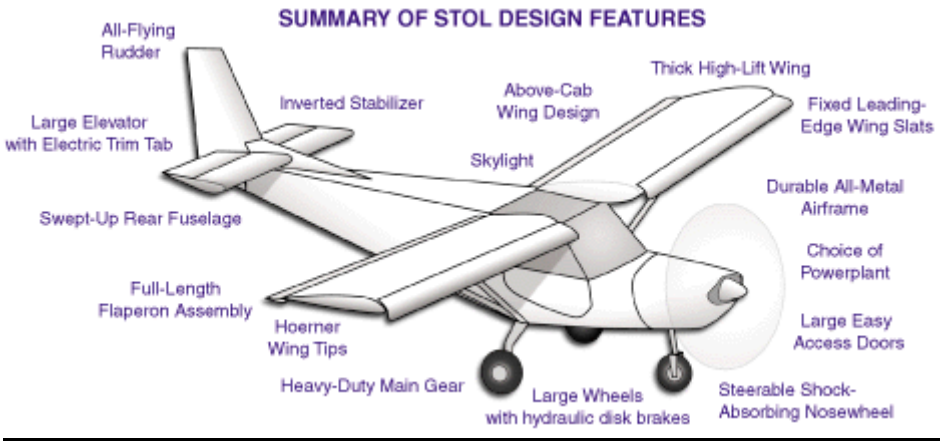
Contents

Performance and Specifications

Design features of the STOL CH 801 HD

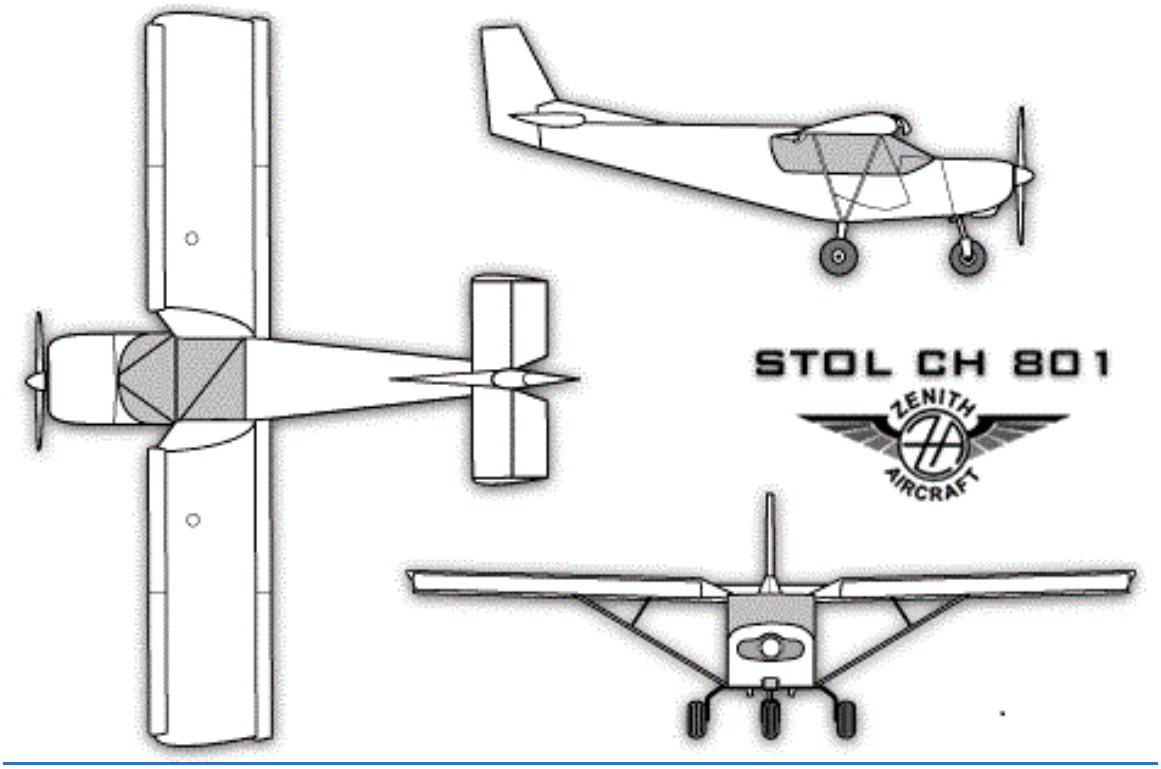
- All metal semi monocoque construction
- Fixed leading edge wing slats

- Full length flaperons (ailerons and flaps combined)
- Above cab wing design for superior visibility
- All flying rudder for increased handling at slow speeds and superior cross wind handling ability
- Rugged landing gear for rough field operations
- Tricycle gear configuration for improved ground handling and visibility
- Short wing span to allow operations in areas with obstacles
- Open design to allow various engine options
- Overall design simplicity for ease of “field maintenance”
- Large inverted stabilizer for superior slow speed handling which includes electric trim tab
- Large easy access doors for ease of entry and exit and to allow large items of cargo to be carried
- Steerable nose wheel for simplified ground handling
- Skylight to improve situational awareness during a turn
- Large wheels/tires with hydraulic disc brakes
- Swept up rear fuselage for improved STOL performance



Design Limits

DESIGN LIMITS		
POWER	150 -220 BHP.	
MAX. INSTALLED POWERPLANT WEIGHT	440 lbs.	200 kg.
MAX. TAKE-OFF WEIGHT (MTOW)	2,200 lbs.	1,000 kg.
DESIGN LOAD FACTOR (ultimate) @ 2,200 lbs.	+5.7G / -2.8G	
MAX. WING LOADING (@ 2,200 lbs.)	13.2 PSF	64.4 kg/m²
MAX. FLAP EXTENDED SPEED	80 MPH	129 km/h
MAX. CRUISE SPEED - VC	120 MPH	193 km/h
NEVER EXCEED SPEED (VNE)	150 MPH	240 km/h



Specifications

SPECIFICATIONS	STOL CH 801	
LENGTH	24’ 6“	7.5 m
HEIGHT	10‘ 0”	3.0 m
WING SPAN	31’ 4”	9.55 m
WING AREA	167 Ft^2	15.5 m^2
WING CHORD	5’ 3”	1.6 m
HORIZONTAL TAIL SPAN	10’ 1"	3.1 m
HORIZONTAL TAIL AREA	30 Ft^2	2.8 m^2
EMPTY WEIGHT	1,240 lbs	590 kg
DESIGN GROSS WEIGHT	2,200 lbs	1,000 kg
USEFUL LOAD	900 lbs	409 kg
FUEL CAPACITY (Standard) - Fuel weight (Standard)	30 Gal (2 x 15) = 176 lbs	112 L (2 x 56) = 80 kg
FUEL CAPACITY (Extended Range Option) - Fuel weight (Extended Range Option)	60 Gal (4 x 15) = 352 lbs	224 L (4 x 56) = 160 kg
DESIGN PAYLOAD - Occupants + Baggage / Cargo	800 lbs = 200 lbs X 4	360 kg = 90 kg X 4
WING LOADING	12.9 lbs / Ft^2	62.9 kg/m^2
POWER LOADING	11.95 lbs /BHP	5.44 kg/BHP
CABIN WIDTH	44”	112 cm
CABIN LENGTH	78”	198 cm
LENGTH	24’ 6”	7.5 m
HEIGHT	10’ 4”	3.0 m
WING SPAN	31’ 4”	9.55 m
WING AREA	167 Ft^2	15.5 m^2
WING CHORD	5’ 3”	1.6 m
HORIZONTAL TAIL SPAN	10’ 1”	3.1 m
HORIZONTAL TAIL AREA	30 Ft^2	2.8 m^2
PLEASE NOTE: Empty weights will vary depending on engine used and propeller type, instruments, avionics, upholstery, accessories and options chosen by the builder as well as amount of paint used. Refer to weight and balance chart in this POH.		

Performance

The following performance and specification figures are based on the production prototype STOL CH 801 equipped with the Lycoming O-360-A engine (180 BHP: 400 lbs. with accessories and fixed-pitch Sensenich 76-EM8-0-54 metal propeller).

PERFORMANCE Lycoming O-360, 180-hp	@ Typical Load: 500 Lbs 1,800 Lbs		@ Gross Weight: 1,100 Lbs 2,200 Lbs	
TAKE-OFF ROLL	290 Ft	88 m	390 Ft	119 m
MAX LEVEL SPEED	97 knots	181 km/h	95 knots	178 km/h
CRUISE SPEED - (75% power @ 7,000 Ft.)	92 knots	170 km/h	91 knots	169 km/h
STALL SPEED (Flaps Down)	30 knots	56 km/h	34 knots	64 km/h
STALL SPEED (Flaps Up)	37 knots	69 km/h	42 knots	77 km/h
RATE OF CLIMB	1,200 fpm	6.1 m/s	720 fpm	3.7 m/s
SERVICE CEILING	16,000+ Ft	4,875+ m	14,000 Ft	4,267 m
ENDURANCE (Standard)	3.0 Hrs.		3.0 Hrs.	
ENDURANCE (Extended Range Option)	6.0 Hrs.		6.0 Hrs.	
RANGE (Standard)	320 Miles	515 km	315 Miles	507 km
RANGE (Extended Range Option)	640 Miles	1,030 km	630 Miles	1,015 km

Section 1 – Aircraft Information

Engine

1. This CH-801 HD is powered by an AeroSportPower IO-375-B2B, 205 HP, auto gas aircraft engine (195 BHP) with serial number 1426-SPE.

Throttle

1. The throttle is a standard Vernier style and pushing forward will increase rpm.

Ignition

1. The engine ignition is supplied right and left Slick/magnetos.

Battery and Alternator

1. This aircraft is equipped with a 12V battery located in front of the fire wall.

Propeller

1. The propeller is a Duc propeller "Inconel FLAIR-2 propeller, right, not certified, ref: tractor, 1680 mm diameter, ref. HFLAIR2A with 5 blades, with SAE2AN8 Spacer 6"(152,4 mm)".

Oil System

1. The AeroSportPower engine is based on the Lycoming Horizontal 4 cylinder engine has a wet sump oil system which uses the engine oil pan as an oil sump. It also has a remote oil filter mounted on the rear of the engine. The major components of the system are an engine driven oil pump and an oil radiator equipped with a set of fins as a heat sink to aid in the oil temperature control.The capacity ofthe oil system is about 7.5 liter (15W50 or 20W50 should be used). The oil level can be ascertained by checking the dipstick in the engine, accessible thru the oil access door on the engine cowl. The oil filler neck is accessible thru the same access door.

Oil Temperature and Pressure

1. The oil pressure and oil temperature can be monitored by using the mechanical gauges mounted on the right side of the panel. This side of the panel is for all the engine monitoring gauges. Normal oil pressure is 60-90 psi (but <115 psi). Oil temp should be 50-118 degrees Celcius.

Cooling System

1. The aircraft engine is an air cooled engine. The front of the cowling has openings on both sides that supply the required amount of cool air. The engine must be periodically inspected to ensure that the internal engine air baffles are in good repair, and that any of the rubber is not cracked or hardened.

Fuel System

1. Fuel is supplied to the engine from four 53 liter aluminum fuel tanks, two in each wing. Usable fuel is 4 x 50 liter. The inboard tank and the outboard tank are tied together and are considered ONE fuel tank. The same applies for the inboard tank and the outboard tank in the right wing. From these tanks fuel is gravity fed through the fuel valves, one for the tanks in the left wing, and one for the tanks in the right wing. This gives the pilot the ability to draw from the left or right tanks, or both of them simultaneously or have all the fuel shut off.

Fuel Quantity Data

1. Total gross fuel available in all 4 tanks 53 liters. Total useable fuel available in all 4 tanks 50 liter

Electrical System

1. Electrical energy is supplied by a 12 volt, 60 amp engine driven alternator The 12 volt storage battery is located in front of the fire wall, supplying current to the system if the alternator should become inoperative. In the event of a total alternator failure, the battery will supply enough current to the engine for about 90 minutes of flying time, provided all other unnecessary electrical loads are removed from the system other than the fuel pumps. Voltage and Amperage output of the alternator may be monitored by the amp gauge.

Flight Controls

1. Conventional sticks and rudder pedal controls operate the primary flight control surfaces (flaperon, rudder and elevator). The wing flaps are controlled by a toggle switch.

Landing Gear

1. The main landing gear is constructed of high strength aluminum and the main gear wheels are equipped with dual disc brakes that are operated from the pilot seat as "Toe Brakes". The nose gear strut is mounted to the firewall and cushioned by a replaceable "bungee" type cord. It incorporates linkage to the foot operated rudder pedals. The nose gear has an approximately 12 degrees of travel left or right and the toe brakes should be used to facilitate a tighter turn about the outer wing strut fitting. On takeoff, extension of the strut as the weight is taken off the nose wheel disengages the steering system and centers the wheel automatically.

Braking System

1. The hydraulic brakes on the main wheels are conventionally operated by applying toe pressure to the brake pedals. Master cylinders are connected directly to the pilot's pedals by mechanical linkage.

Instruments

1. The aircraft has two MGL Odyssey NG EFIS systems

Pitot/Statis System

1. The airspeed indicator, altimeter and vertical speed indicator are operated by a pitot static system. This system measures the difference between impact air pressure picked up by a pitot tube under the left wing and a static port on the left side of the fuselage, just back of the firewall.

Seats

1. The front seats are individually mounted on tracks and are adjustable fore and aft, but only when the aircraft is onthe ground. In flight adjustment is not possible. To adjust the seat, a locking rod has to be pulled out of the aligned holes and re inserted into a setting of the occupant’s preference. The rear seat accommodates two people and is of the bench variety and cannot be adjusted.

Heating and Ventilation System

1. Fresh air for ventilating the cabin can be introduced by opening the appropriate vents on either or both sides of the cockpit. The heat functions like a standard, exhaust muff type aircraft heater, and is controlled by a Vernier type cable control.

Interior Lighting

1. The interior of the cabin has only a standard light for illuminating the panel of the aircraft.

Cabin Doors

1. Two cabin doors areprovided on this airplane. Each door incorporates an outside lockable handle and an inside latch. To open the doors from the outside, turn the handle into the up position. To lock, rotate to the horizontal position.

Cabin Windows

1. The rear cabin windows are of the fixed type, and cannot be opened.

Section 2 – Inspections and Checklists

Pre-Flight Inspection

Before entering the aircraft, complete a pre-flight inspection.

1. **Pilot side of cockpit and landing gear**
    a. Turn on “Battery” and “Master” switches
    b. Turn on “Avionics” switch
    c. Check fuel gauge quantities for all tanks
    d. Lower flaps to full down (Landing) position
    e. Cycle elevator trim tab and confirm operation
    f. Check operation of all lights including nav/strobe, landing and recognition (wig-wag) lights
    g. Turn off “Avionics”, “Master” and “Battery” switches
    h. Remove control locks
    i. Check wing strut fairings for security
    j. Check lower wing strut attach point for security
    k. Check left side main gear attach bolts for security
    l. Check left main tire for wear and pressure
    m. Check brakes and brake lines for leaks and brake pad/disc wear
2. **Tail section**
    a. Check left side rudder cable as it exits the fuselage
    b. Check left side leading edge of horizontal tail for dents of bruises
    c. Check left side leading edge of rudder for dents or bruises
    d. Check elevator cables and attach points for security
    e. Check elevator for full and free range of motion up and down
    f. Check left side elevator vortex generators (if installed) are unrestricted at near full up deflection of the elevator and not impacting on the horizontal tail
    g. Check left side trailing edge of elevator
    h. Check rudder trailing edge
    i. Check rudder cables and attach points for security
    j. Remove tie down chain
    k. Check points “a.” through “g.” on right side of tail section
3. **Passenger side of cockpit and landing gear**
    a. Check wing strut fairings for security
    b. Check lower wing strut attach point for security
    c. Check left side main gear attach bolts for security
    d. Check left main tire for wear and pressure
    e. Check brakes and brake lines for leaks and brake pad/disc wear
4. **Right wing, slat,flaperon and fuel**
    a. Check flaperon control arm and linkages are secure and there is no slack in the control
    b. Check flaperon attach points are secure and allow free movement of flaperon
    c. Check full deflection of flaperon
    d. Check wing strut attach points on underside of wing
    e. Disconnect wing tie down

f. Check wing tip is secure
g. Check nav/strobe light is secure
h. Check leading edge slat attachments are secure
i. Drain fuel sample from outboard tank drain and inspect for moisture
j. Drain fuel sample from inboard tank drain and inspect for moisture
k. Using a ladder, dip outboard and inboard tanks to confirm quantities, compare results to fuel gauges

5. **Engine, propeller and nose wheel**
   a. Check oil level and top up as required, confirming normal oil usage only
   b. Check for oil leaks
   c. Check engine cowling for security
   d. Check propeller leading edges for nicks, dents and chips
   e. Check propeller blades for cracks and imperfections
   f. Check backlash through propeller speed reduction unit (PSRU)
   g. Check nose wheel steering linkages for security
   h. Check nose wheel tire for wear and proper inflation
6. **Left wing, slat, flaperon and fuel**
   a. Check flaperon control arm and linkages are secure and there is no slack in the control
   b. Check flaperon attach points are secure and allow free movement of flaperon
   c. Check full deflection of flaperon
   d. Check wing strut attach points on underside of wing
   e. Remove pitot/static probe cover and check for security
   f. Disconnect wing tie down
   g. Check wing tip is secure
   h. Check nav/strobe light is secure
   i. Check leading edge slat attachments are secure
   j. Drain fuel sample from outboard tank drain and inspect for moisture
   k. Drain fuel sample from inboard tank drain and inspect for moisture
   l. Using a ladder, dip outboard and inboard tanks to confirm quantities, compare results to fuel gauges

Pre-Start Checklist

1. Pre-flight Inspection – COMPLETE
2. Passenger Briefing – COMPLETE
3. Seats and Seat Belts – ADJUSTED and LOCK
4. Brakes – TEST
5. Circuit Breakers – CHECK IN
6. Electrical Equipment – OFF **– WARNING**, AVIONICS MASTER SWITCH MUST BE OFF TO PREVENT POSSIBLE DAMAGE TO AVIONICS
7. Avionics Switch – OFF
8. Fuel Selector Valve – RIGHT or LEFT

Starting the Engine

1. Throttle – OPEN 0.6 cm
2. Prime – AS NEEDED
3. Propeller Area – CLEAR
4. Master Switch (battery only) – ON
5. Mixture – RICH

6. Boost Pump – ON
7. Magneto Switches – ON (left and right)
8. Starter Switch – START(release when engine starts)
9. Oil Pressure – CHECK
10. Strobe/Nav lights – ON as required
11. Alternator Switch –ON
12. Avionics Switch – ON
13. Flaps – RETRACTED
14. Boost Pump - OFF

Pre Take-off Checklist

1. Brake – SET
2. Seats and Seat Belts – CHECK SECURE
3. Cabin Doors – CLOSED and SECURE
4. Flight Controls – FREE and CORRECT
5. Flight Instruments – CHECK and SET (Turn Coordinator switch – ON)
6. Fuel Quantity – CHECK
7. Mixture – RICH
8. Fuel Selector Valve – RIGHT or LEFT
9. Elevator Trim – SET for take off
10. Throttle – 1500 RPM
    a. Magnetos – CHECK (RPM drop should not exceed 150 RPM on either magneto or 50 RPM differential)
    b. Engine Instruments and Ammeter – CHECK
11. Throttle – IDLE (1000 RPM or less)
12. Throttle Friction Lock – ADJUST
13. Strobes Lights – AS NEEDED
14. Radios and Avionics – SET
15. Wing Flaps – SET (0-10)
16. Brakes – RELEASE
17. Boost Pump - ON

Normal Take-off

1. Wing Flaps – 0 – 10
2. Throttle – FULL OPEN
3. Mixture – RICH (above 5000 feet lean to obtain max RPM)
4. Elevator Control – LIFT NOSE WHEEL (at 40 mph)
5. Climb Speed – 55 - 60 knots

Minimum Run Take-off

1. Wing Flaps – 10
2. Brakes – APPLY
3. Throttle –FULL OPEN
4. Mixture – RICH
5. Brakes – RELEASE
6. Elevator Control – SLIGHTLY TAIL LOW
7. Climb Speed – 50 knots until obstacles are cleared

Obstacle Clearance Take-off

1. Wing flaps down (approx. 30 degrees)
2. Hold brakes while applying full throttle.
3. Release brake and keep heels on floor to avoid dragging the brakes.
4. Climb out ***at*** best angle of climb speed **(50 knots**)

Soft/Rough Field Take-off

1. Wing flaps down.
2. Apply full throttle and raise nose wheel clear of the ground with elevator control back pressure.
3. Take off in this attitude and level off momentarily to accelerate to a safe airspeed.
4. Retract flaps slowly as soon as a safe airspeed is obtained.

Strong Crosswind Take-off

1. Flaps UP
2. Apply full throttle and use sufficient aileron into the wind to maintain wings level.
3. Hold nose wheel on ground 4 knots above normal takeoff speed.
4. Take off abruptly to prevent airplane from settling back to the runway while drifting.

Climb

1. Airspeed – 60-65 knots
2. Throttle – FULL OPEN
3. Mixture – RICH (lean above 5000 feet)
4. Boost Pump - OFF

Cruise

1. Power – 2100 – 2700 RPM (no more than 75% power)
2. Elevator Trim – ADJUST
3. Mixture – LEAN (> 5000 feet)

Descent

1. Power – AS DESIRED
2. Mixture – RICH
3. Fuel Selector Valve – RIGHT or LEFT (fullest tank)

Before Landing

1. Seats and Seat Belts – SECURED and LOCKED
2. Fuel Selector Valve – RIGHT or LEFT (fullest tank)
3. Mixture – RICH
4.

Normal Landing

1. Airspeed – 55 - 60 knots
2. Wing Flaps – AS NEEDED
3. Airspeed – 50 knots (flaps down)
4. Touch down –MAIN WHEELS FIRST

5. Landing Roll – HOLD ELEVATOR BACK PRESSURE
6. Braking – MINIMUM REQUIRED

Short Field Landing

1. Airspeed – 50 - 55 knots
2. Wing Flaps – Full Down (20)
3. Airspeed – 50 knots
4. Power – REDUCE (as needed)
5. Touch down –MAIN WHEELS FIRST
6. Brakes – APPLY HEAVILY
7. Wing Flaps – RETRACT

Go Around Landing

1. Throttle – FULL OPEN
2. Wing Flaps – RETRACT TO 20>
3. Climb Speed 50 knots
4. Wing Flaps – RETRACT (after reaching a safe altitude)

After Landing

1. Wing Flaps – UP

Securing Airplane

1. Brakes – APPLY
2. Avionics Master Switch – OFF
3. Mixture – IDLE CUT OFF (pull full out)
4. Master Switch – OFF
5. Magneto Switches – OFF
6. Fuel Selector Valve – OFF (to prevent cross feed)

Section 3 – Details of Checklist and Operations

Clearing the Propeller

1. "Clearing" the propeller should become a habit with every pilot. LOOK, YELL, and LISTEN" should be Pre-Starting procedure.
2. 'LOOK”- visually determine that no one is near the propeller.
3. "YELL” -yelling **"CLEAR"** in loud tones warns anyone from stepping into the propeller.
4. "LISTEN”' listen **for** an answer "clear" from ground personnel reconfirming that everyone knows of your intention of starting the engine and that they should stand clear.

Engine Operation and Care Procedure

Taxiing

1. When taxiing, use the minimum amount of power necessary to start the airplane moving. During taxi, and especially when taxiing downwind, the RPM should be held down to prevent excessive taxi speeds. Taxiing should be done at a speed slow enough to make the use of brakes almost entirely unnecessary. Using the

brakes as sparingly as possible will prevent undue wear and strain on tires, brakes and landing gear. Normal steering is accomplished by applying pressure to the rudder pedal in the direction the plane is to be turned. For smaller radius turns at slow speed, the brakes may be used on the inside wheel. At slow taxi speeds, this airplane may be pivoted about the outboard strut fairing without sliding the tires. When taxiing in cross winds, it is important that speed and use of brakes is held to a minimum and that all controls be utilized to maintain directional control and balance.

Stalls

PERFORMANCE Lycoming O-360, 180-hp	@ Typical Load: 500 Lbs, 1,800 Lbs		@ Gross Weight: 9,60 Lbs2,200 Lbs	
STALL SPEED (Flaps Down)	30 knots	56 km/h	34 knots	64 km/h
STALL SPEED (Flaps Up)	37 knots	69 km/h	42 knots	77 km/h

Section 4 – Authorized Operations and Limitations

Authorized Operations

1. This CH-801 aircraft is authorized for day operation under VFR conditions.

Manoeuvres – Normal Category

1. The airplane actually exceeds the requirements of the regulations for airworthiness. Spins and aerobatic maneuvers are NOT permitted in normalcategory airplanes in compliance with these regulations. In connection with the following, the followinggross weights and flight load factors apply:
2. Gross weight: 1000 kg.
3. Flight load factor – Flaps up; +3.8 -1.86
4. Flight load factor – Flaps down +3.8 -1.86

Airspeed Limitations

1. The following are the true indicated airspeed limits;
2. Never exceed (Vne) glide or dive, smooth air 130 knots
3. Caution range 110-130 knots
4. Maximum structural cruising speed (level flight or climb) 110 knots
5. Normal operating range 35 - 110 knots
6. Maximum Speed with flaps down 60 knots
7. Flap operating range 35 - 60 knots

Engine Operation Limitations

1. Rated horsepower at RPM 195 hp at 2700RPM
2. Maximum RPM 2700 RPM
3. Performance cruise 2450 RPM
4. Economy cruise 2350 RPM

Section 5 – Handling and Care

Ground Handling

1. The airplane is most easily and safely maneuvered during ground handling by a tow bar attached to the nose wheel. Always use a tow bar when one is available. When moving the airplane by hand and no towbar is available, pull down on the aft fuselage just under the horizontal stabilizer so the nose wheel get sclear of the ground. In this position the plane may be turned in any direction, but it will probably take 2 people to accomplish that. When moving the plane back or forward, push on the wing struts or on the main gear legs.

Mooring the Aircraft

1. Proper tie-down procedure is the best precaution against damage to your parked airplane by gusty or strong winds. To tie down your airplane securely, procedures as follows:
2. Tie sufficiently strong ropes or chains to the wing tie-down fittings at the upper end of each wing strut. Same the opposite ends of these ropes or chains to tie down rings in the ground.
3. Install some control stick locks in the cabin to keep the control stick from being buffeted.

Storing the Aircraft

1. The all metal construction of the airplane makes outside storage practical. However, inside storage of the plane will increase its life just as inside storage does for your car. If the plane must remain inactive for a time, cleanliness is probably the most important consideration - whether it is stored inside or outside. A small investment in cleanliness will repay you many times, not only in keeping your airplane looking like new, but in keeping it performing like new.

Acrylic Windshield and Windows

1. The windshield is a single piece of long life acrylic plastic. To clean the plastic windshield and windows, wash with plenty of soap and water or better yet, use one of the available aircraft windshield and window cleaners.

Aluminium Surfaces

1. The clad aluminum used for the external parts of the CH 801 needs a minimum of care to keep the surface bright and polished, neat and trim looking. The airplane may be washed with clear water to remove dirt, and with gasoline, carbon tetra chloride or other non-alkaline grease solvents to remove oil, grease and paint. Household type cleaners are effective cleaners but should be used cautiously since some of them are strongly alkaline. Dulled aluminum surfaces may be cleaned effectively with "Bon Ami". A mixtureof 2 qts of alcohol, 2 qts of water and a package of powdered Ban Ami will be found to be particularly effective in cleaning the airplane Since thepainted surface of the aircraft were finished with a "clear coat', waxing thosesurfaces will not benecessary.Regular waxing, however, may be recommended for airplanes operated in saltwater areas as protectionagainst corrosion.

Painted Surfaces

1. With only a minimum of care, the painted exterior of the CH 801 will retain it brilliant gloss and rich color for many years.

Engine

1. The engine should be checked at every pre-flight for any sign of bird nest building, and for any abnormal oil leaks, as part of the oil checking procedure.

Propeller

1. Little maintenance is required to keep the propeller in air worthy condition. The blades should be thoroughly inspected on every pre-flight inspection, for nicks and scratches. Large enough nicks should be filled in with epoxy and sanded to conform to the airfoil of the propeller.

Interior

1. To avoid any interference during flight, the interior should be inspected and any loose articles should be removed before any flight.

Battery

1. The right seat should be removed and the battery inspected for any signs of leaking or corrosion every couple of flight hours. Any sign of anything out of the ordinary, remove the battery and clean immediately. If any signs of moisture or leaking are noted, immediately check the charging system for low or high voltages during normal operation of aircraft.

Section 6 – Installed Equipment

Air Speed Indicator
Artificial Horizon
Altimeter
Turn Coordinator
Compass
Vertical Speed

Cylinder Head Temperature
Oil Temperature
Oil Pressure
Amp/Volt Meter
Tachometer
Fuel flow meter (17.07.2017)

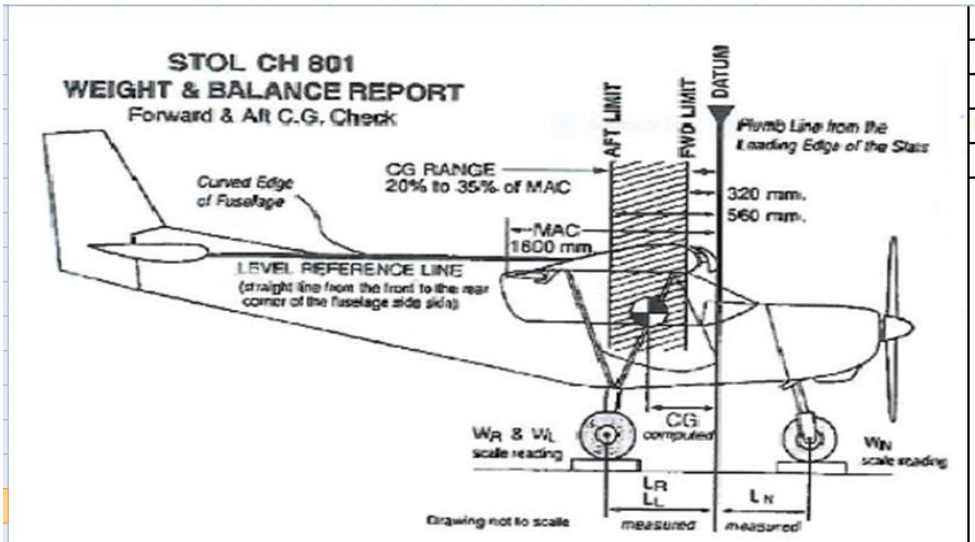
Left Wing Fuel, Inner Tank & Outer Tank
Right Wing Fuel, Inner Tank & Outer Tank
Clock

Radios
Com Radio
Transponder

Fire Extinguisher
Battery (replaced 17.07.2017)
ELT

Section 7 – Centre of Gravity and Weight and Balance

Situation as per 30.07.2017 (following extended engine mount as delivered by Zenair Ltd; invoice 555711 January 10, 2017 & replacement battery)



Registration:	**PH-TWO**
Serial NMR:	**CH8011202**
W&B Performed By:	**Aviatechnics**
Date:	**27-may-2017**

Aircraft empty CG

Place Scale	**Weight** (pounds)	**Arm** (mm.)	**Moment**	Tara	Other
Right Main Wheel	503	975	490425	0	0
Left Main Wheel	477	975	465075	0	0
Nose Wheel	447	-875	-391125	0	0

	Empty Weight	**Center Of Gravity**	**Aircraft Moment**	
Computed Center of Gravity	1427	395.4975473	564375	(C.G is ARM to DATUM line)