

The background is a dark blue gradient. On the left side, there is a large, semi-circular scale with tick marks and numbers ranging from 140 to 260. The numbers are: 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260. Several circular and semi-circular lines, some solid and some dashed, are scattered across the page, some with arrows indicating direction. The overall aesthetic is technical and modern.

BRIAN LLOYD

09 JULY 2020

ZENITH 801

WHO THE HECK AM I???



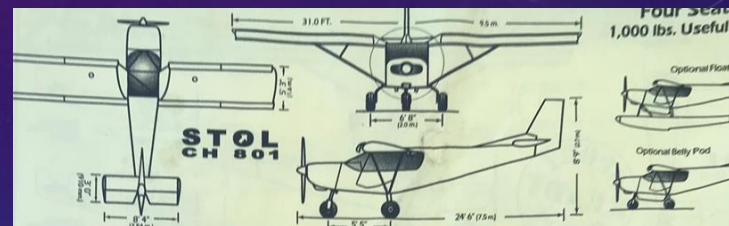
- Habitual builder since 1962 (I have a sickness)
- Sport pilot 2016
- Private Pilot 2017
- Total hours 437
- Co-Owner 1968 Piper Cherokee
- Former President EAA 106
- Current Hangar Manager EAA 106

WHAT IS MY MISSION?

- Primary local flight
- STOL and Safety
- Tricycle landing gear
- Ability to be left out in weather
- Cabin accessibility
- Large payload
- Great visibility
- Aircraft engine
- Easy to maintain and fly

WHY THE ZENITH 801?

- Fit my mission
- Accessibility (local)
- Affordability
- Good safety history
- Proven design
- Reputable manufacturer
- Good parts availability
- Available customer support
- Active builders forums
- Bigger workshop/Bigger project



PERFORMANCE & SPECIFICATIONS

PERFORMANCE	Typical Load: 500 lbs. 1,650 lbs.	Gross Weight: 1000 lbs 2,150 lbs.	SPECIFICATION FIGURES 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	8 Ft. 9 in. 2.7 m
CRUISE SPEED (75%)	106 MPH	105 MPH	WING SPAN	31 Ft. 0 in. 9.5 m
STALL SPEED	35 MPH	39 MPH	WING AREA	167 Sq. Ft. 15.5 m ²
RATE OF CLIMB	1,200 fpm	720 fpm	EMPTY WEIGHT	1,150 Lbs. 522 kg
SERVICE CEILING	16000+ Ft.	14000 Ft.	GROSS WEIGHT	2,150 Lbs. 975 kg
RANGE / ENDURANCE (Std.)	320 miles / 3 Hrs.	315 miles / 3 Hrs.	USEFUL LOAD	1,000 Lbs. 455 kg
EXTENDED RANGE OPTION	640 miles / 6 Hrs.	630 miles / 6 Hrs.	G LOAD (Ultimate)	+6 / -3 G

...ove performance figures with the Lycoming O-360 engine (180 BHP; 420 lbs. with accessories and fixed-pitch Sensenich 76-EM8-D-54 metal propeller). Performance and specification figures based on prototype flight test results; subject to change without notice. Power range: 150 - 240 BHP, up to 440 lbs. installed. Different engines and options will affect performance and specification figures.

STOL CH 801 Complete Airframe Kit
The standard STOL CH 801 kit comes with all kit parts to build the airframe. The complete kit includes the factory riveted wing spar, formed sheet-metal parts (ribs, skins, etc.), factory-welded canopy, landing gear system and wheels, standard fuel system, controls, hardware required for assembly. Not included in the airframe kit: firewall-forward powerplant and instruments packages, paint, and upholstery.

Complete Airframe Kit \$20

STOL CH 801 Component Kits
You may choose to purchase sections of the complete kit to 'buy-as-you-build' instead of ordering the complete airframe as a single package.

Wings Kit	\$ 6
Flaperons & Leading Edge Slats Kit	\$ 1
Tail Kit	\$ 1
Fuselage Kit	\$ 6
Gear & Wheels Kit	\$ 2
Controls Kit	\$ 1
Fuel System Kit	\$ 1
SAVE on Complete Airframe Kit	\$20

Introductory Rudder Starter Kit: \$425.00 "A Special Offer for First-Time Builders"
The Starter Kit includes the complete stock rudder tail kit and comes with a detailed and illustrated step-by-step assembly manual for everything you need to get started! The Rudder Starter Kit can be completed in one weekend and lets you experience first-hand building the STOL CH 801. Once completed the cost of the rudder kit is deductible off the balance of the complete STOL CH 801 kit. The Starter Kit can be shipped by UPS in the U.S. Basic assembly tools are also available. Visit zenithair.com for our details, and for information on attending a two-day factory workshop.

BUYING A USED KIT

- Pros

- Price



- Cons

- Missing pieces/condition of pieces
- Partially built aircraft
- Inability to inspect prior work
- Location and transportation of kit



ALUMINUM VS WOOD

- Aluminum – Pros

- Minimum parts
- Workshop temperature not critical
- Ability to store outside

- Aluminum – Cons

- Difficulty fixing mistakes



- Wood – Pros

- Enjoyable to work with
- Easy to fix mistakes made during build

- Wood – Cons

- Workshop temperature is important
- Waiting for epoxy to cure
- Does not withstand elements well



CUSTOMER SERVICE

- Good customer service is invaluable
 - The good, the bad, the ugly
- Team Minimax vs Zenith
- Quick response
- Builders' forums
- Builders' support group

Feb 19 at 1:55 PM

Hi Nick what is a good way to ground the fuel tanks.
And what size wire do you recommend
Thanks
Brian lloyd

Sent from Yahoo Mail for iPhone



Reply



More



Nick / Zenith Aircraft Co.

To [brian lloyd](#)

Feb 21 at 3:29 AM



Hi Brian,
For further clarification please refer to the section
and page in the photo guide.
Regards
Nick

[View more](#)

AND NOW TO THE BUILD!

**WANTED!
GOOD
WOMAN**

Must be able to clean,
cook, sew, wax aircraft
and navigate.

Must have airplane
and hangar.

PLEASE SEND PICTURE
OF PLANE AND HANGAR



FOLLOW MY BUILD

- Brian Lloyd
 - Phone: 978-979-5128 (please no calls/texts after 8pm)
 - Email: brianxx2@yahoo.com
 - Home address (visit me if you are in the area)
 - 250 Kent Farm Rd, Hampstead NH 03841

Builder Name: Brian Lloyd -   

Project: Zenair - CH 801 -
VIEW REPORTS

Total Hours: 350

Total Flight Time:

Total Expense: \$10312.00

Start/Last Date: Oct 17,2019 - Dec 04,2019

Friendly URL: <https://eaabuilderslog.org/s=Bigbrixx1>