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SAFETY ALERT – JUNE, 2026

Issue Date
JUNE 2026, Rev. 0

Subject/Purpose
C75-W-6-10 Pitot Tube

Affected Models
All CH aircraft models using the C75-W-6-10 Pitot Tube
Typically the STOL CH750 and CRUZER CH750

Compliance Time
Before next flight

Inspection Frequency
One-time

Background
C75-W-6-10 Pitot Tube may not be the correct type for your aircraft.

Action

Inspect your Pitot Tube as per the following drawing. If it does not match drawing C75-W-6, with the open tube on the bottom, It is suggested that you contact Zenith Aircraft for the latest version.

Note: If your aircraft is flying and you have already calibrated your ASI and ALT and everything is working great, there may not be a need to change your Pitot Tube.

After changing or when installing your pitot static system. Regardless of where you purchased it, the system needs to be tested for leaks and flight tested / calibrated.

FITNESS INSPECTION
Static system: The best procedure to check the altimeter for **leaks and accuracy** is to have the entire static system checked in accordance with FAR Part 43, appendix E, at an FAA-approved repair station

1. ***Field Check*****.**
Two people are needed to accomplish the following field check that will enable the owner / mechanic to detect if the aircraft's instrument system is leaking: (Note: This field check is not an accuracy check).

a. Airspeed check: Slip a long rubber hose over the pitot mast (surgical tubing is recommended). As one person reads the airspeed, the other should very slowly roll up the other end of the tubing. This will apply pressure to the instrument. When the airspeed indicator needle reaches the aircraft's approximate recommended cruise speed, pinch the hose shut, and hold that reading. The airspeed needle should remain steady for a minute if the system is sound. A fast drop off will indicate a leak in the instrument, fittings, lines, or the test hose attachment. NEVER force air in the pitot tube or orally apply suction on a static vent. This will cause damage to the instruments.

b. Altimeter/vertical speed check.
(1) To check the static side, apply low suction at the end of the static vent port. The easiest way to gain access to the static system is to remove the static line at the static port. Next, get two feet of surgical tubing, seal one end, and tightly roll it up. Attach the open end to the static line and slowly unroll the tubing. This will apply a suction, or low pressure, to the static system.
(2) The altimeter should start to show an increase in altitude. The vertical speed indicator also should indicate a rate of climb. The airspeed may show a small positive indication. When the altimeter reads approximately 2,000 feet, stop and pinch off the tube. There will be some initial decrease in alti-tude and the vertical speed will read zero. The altimeter should then hold the indicated altitude for at least a minute. If altitude is lost, check for leaks.
(3) *IMPORTANT:* The above airspeed and altimeter field checks should not be considered the equivalent of airspeed or static system accuracy tests as certified by a certificated repair station, but a check of the system for possible leaks.

(4) Flight Test and make a log book entry.

References & Links:

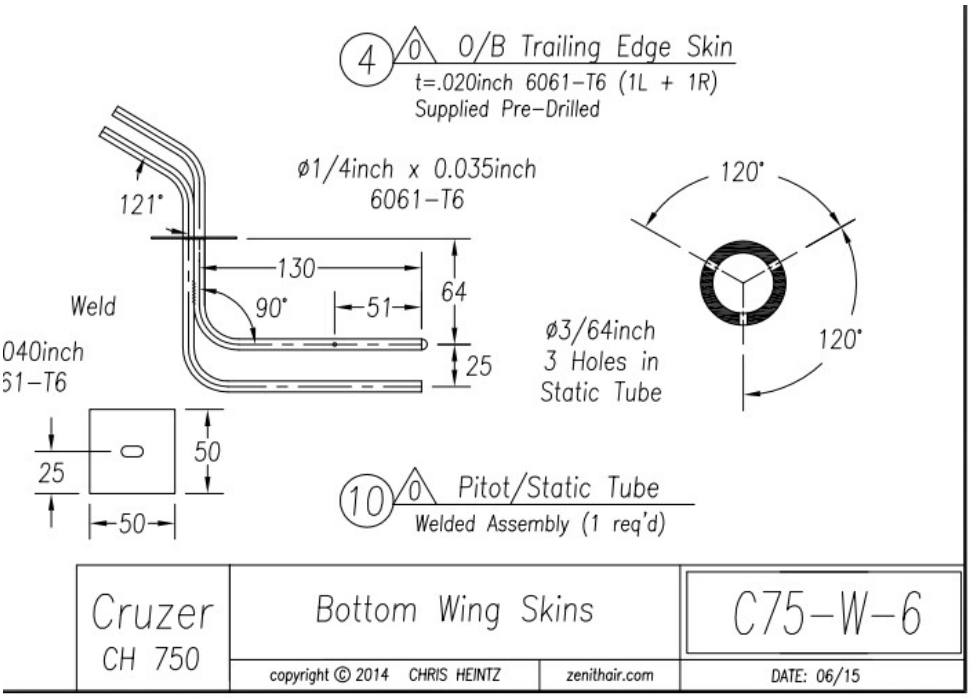
- **EAA Article**: "GPS and Airspeed Calibration" by Ed Kolano (EAA Sport Aviation, September 2001) https://www.eaa.org/eaa/aircraft-building/builderresources/next-steps-after-your-airplane-is-built/testing-articles/gps-and-airspeed-calibration
- **Doug Gray Paper**: "Using GPS to Accurately Establish True Airspeed (TAS)" (1998) http://contrails.free.fr/temp/TAS_FNL4.pdf (Alternative: http://www.test.yeeles.com/test/Flight_Test_Material_files/TAS_FNL3.PDF)
- **NTPS GPS PEC Spreadsheet & Method** (highly recommended, includes 3/4-leg methods) Mirror: https://www.danhorton.net/Misc/NTPS_gps-pec.XLS (Original NTPS links often archived/moved; search "NTPS GPS PEC" for latest mirrors)

VISUAL REFERENCE – CORRECT vs. NOT CORRECT CONFIGURATION

Compare your installed Pitot/Static tube to the photos and engineering drawing below. The correct assembly matches **drawing C75-W-6** (welded Pitot/Static tube assembly with specific tube routing and dimensions shown).

Above – Correct

Above – NOT Correct



For additional information, please contact Zenair Ltd.

Use the aircraft Design Standards manual, aircraft blue prints, and FAR 43.13-1B & 2B if required.