

NORDEEN



No limits STOL aircraft

NOT JUST ADVENTURE - NOT JUST TOURING - BUT RATHER

ADVENTOURING



A term that combines both concepts...

Should it be a distant location or a stretch of sand under you, the new Norden will undoubtedly bring to life your "Adventouring" spirit and nothing will be out of your reach again.

The horizon will no longer be a distant aim but rather the last milestone in an exhilarating flight, called "journey".



BACKCOUNTRY FLYING

There is simply nothing more emotional and engaging than leaving your daily routine, finally flying to the mountains, reaching that remote valley, landing beside a twisting river. You jump out of the plane, starting to breathe deeply, after that incredible landing. Instead of the smog and the noise of the city, you now scent pine trees fragrance while the fresh and clean air simply floods your lungs. Nobody is around you and the only sound is now coming by the smooth flow of that river. You might as well spend a couple of nights there sleeping inside your own airplane... To live this kind of freedom and to offer this kind of performances represent our vision and what we mean for "Backcountry Flying."

FUN to FLY Key FACTORS

OVERALL LOOK & AESTETICS

Let your eyes admire the design of the Zlin Norden, the sporty imprint and strong visual presence on the ground, the naturally mixed modern and classic style, the minimalistic interiors.

BACKCOUNTRY FLYING SPIRIT

Extend day by day your horizons, fly fast to reach your next destination, land almost everywhere, camp directly inside your plane using our tailored mattress and pillow. Almost everything will be possible and the only limit will be your imagination...

EXTENDED RANGE OF POSSIBLE USE

With a fuel tank capacity of up to 48 gallons, no destination will ever again seem too far or ambitious. The chance to land in rugged fields, the big cargo area, and the comfort and ergonomics inside the cockpit will assist you in planning new adventures and more and more goals to achieve...

PERFORMANCES

Apply full throttle and you will find yourself involuntarily grinning. Feel the full potential of the Zlin Norden and experience its thrilling performances all day long. Its wide range of use, short take-off, reassuring rate of climb, elevated cruising speed and slow flight abilities will make you feel immersed in a sensation of pure joy...

AGILITY & NIMBLENESS

Its advanced aerodynamics, wide CG range, relatively low empty weight, its precision on stick inputs, clear feedback, predictability and controllability, its powerful engine and efficient propeller, will definitely translate to pure joy in your next backcountry flying adventure.

DESIGN AND ERGONOMICS



We mixed the wing lines and squared geometry to the fuselage soft curves. The cowling is, no doubt, one of the essential parts of the Zlin Norden exterior design.

The modern and sporty final result, undoubtedly, contrasts with the aircraft classic nature instilling in the observer a strong impression of "high level performance potential."

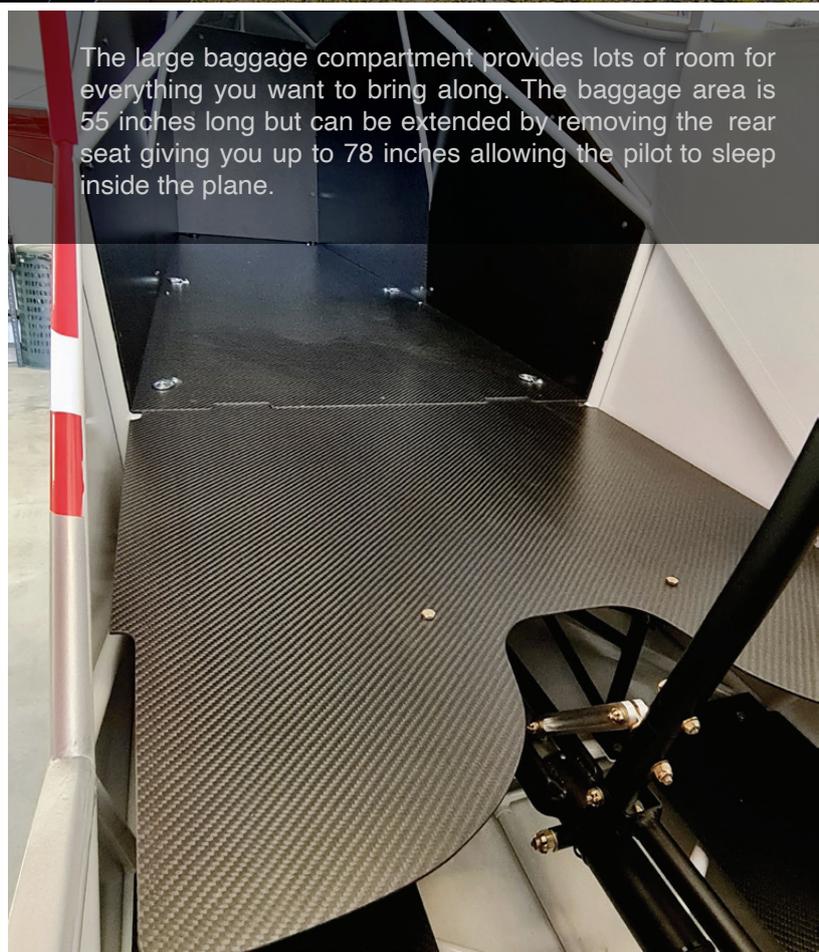


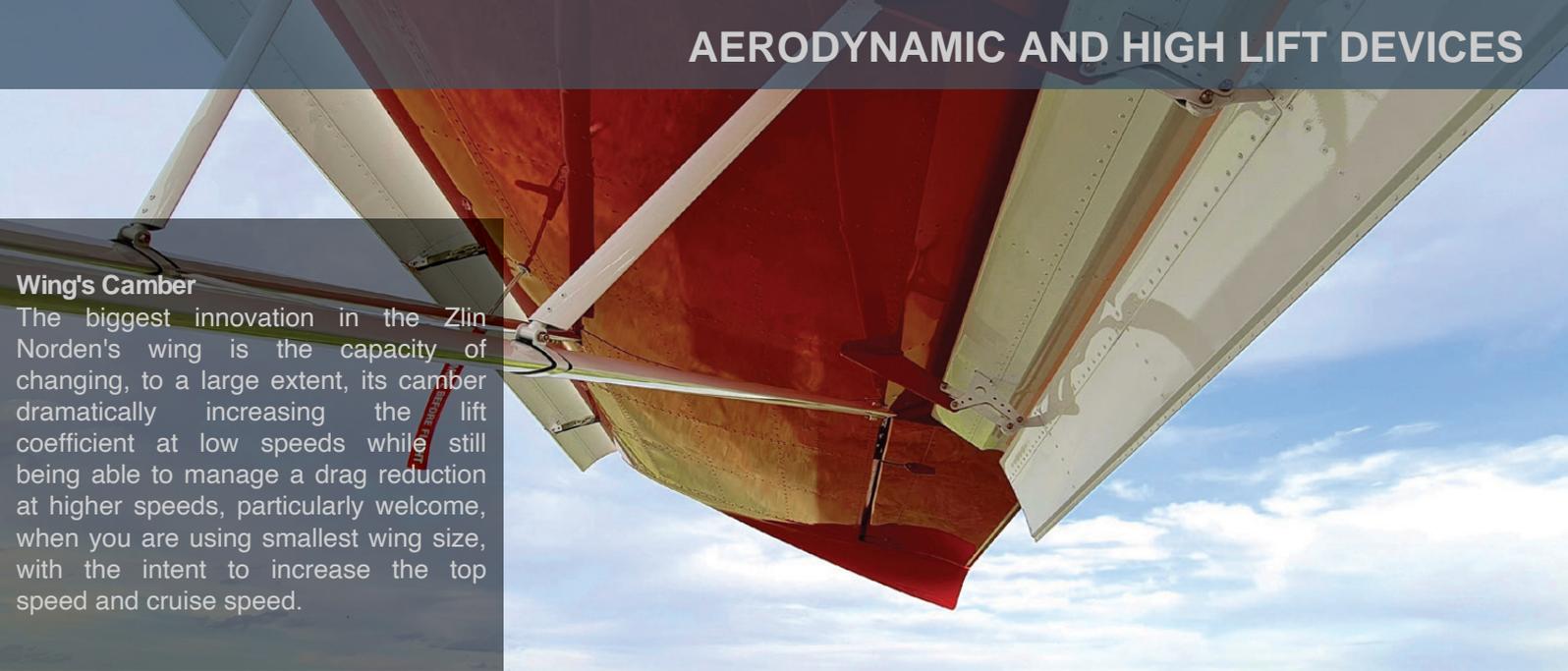
The cockpit ergonomics make flying enjoyable: easy access to the cabin, large rudder pedals, contoured carbon seats and a taller and wider cabin offer a kind of habitability unprecedented for this category of plane with a great sense of comfort - ideal for long trips.

The element that particularly catches the eye is the instrument panel "POD" that not only stays with the minimalistic design focus but also allows for great visibility outside the cockpit increasing confidence in all flight phases.



The large baggage compartment provides lots of room for everything you want to bring along. The baggage area is 55 inches long but can be extended by removing the rear seat giving you up to 78 inches allowing the pilot to sleep inside the plane.





Wing's Camber

The biggest innovation in the Zlin Norden's wing is the capacity of changing, to a large extent, its camber dramatically increasing the lift coefficient at low speeds while still being able to manage a drag reduction at higher speeds, particularly welcome, when you are using smallest wing size, with the intent to increase the top speed and cruise speed.



Electric Retractable Slats

Our slats are designed to offer a serious extension of the wing's leading edge that will change its geometry. This kind of modification produces not only a change in lift but also increases the drag. At lower speeds this extra drag is acceptable because the increase of the stall angle and lift is beneficial. But at higher speeds the increase of drag will, of course, reduce the cruise speed and affect the fuel consumption and climb performances. This is the reason why we designed a retractable slat system. The final result is that the slatted wing will prevent the flow separation over the wing surface allowing flight at higher angles of attack and lower flying speeds and providing important safety benefits at stall.

Double Slotted Flaps

We introduced a large double slotted flap system, very efficient in increasing the lift at a defined angle of attack. The reason why double slotted flaps have been chosen was because we wanted to reduce as much as possible the flow separation on the top of their surface, using a double gap allowing more air to leak through the two slots on the top surface, increasing the lift, allowing more efficiency and a stall speed reduction. Our slats work perfectly in combination with these large gaps, obtaining the benefit in the increase of lift, while at the same time, delaying the stall by increasing the range of angle of attack.

Wing Tips and Vortex

We decided to go with an inverted wing tip design that helps to increase the pressure on the bottom s-shape surface of the ailerons at high angle of attack and low speed, increasing the aileron efficiency and improving pilot control. These wing tips also help to reduce the drag at higher speeds increasing the overall performance of the plane.

Frise Slotted Ailerons

We introduced new frise ailerons to increase the performance and handling qualities, reducing in the meantime the adverse yaw, limiting the pilot lateral control load, increasing the aerodynamic centering, the control harmony and the roll rate of the plane.

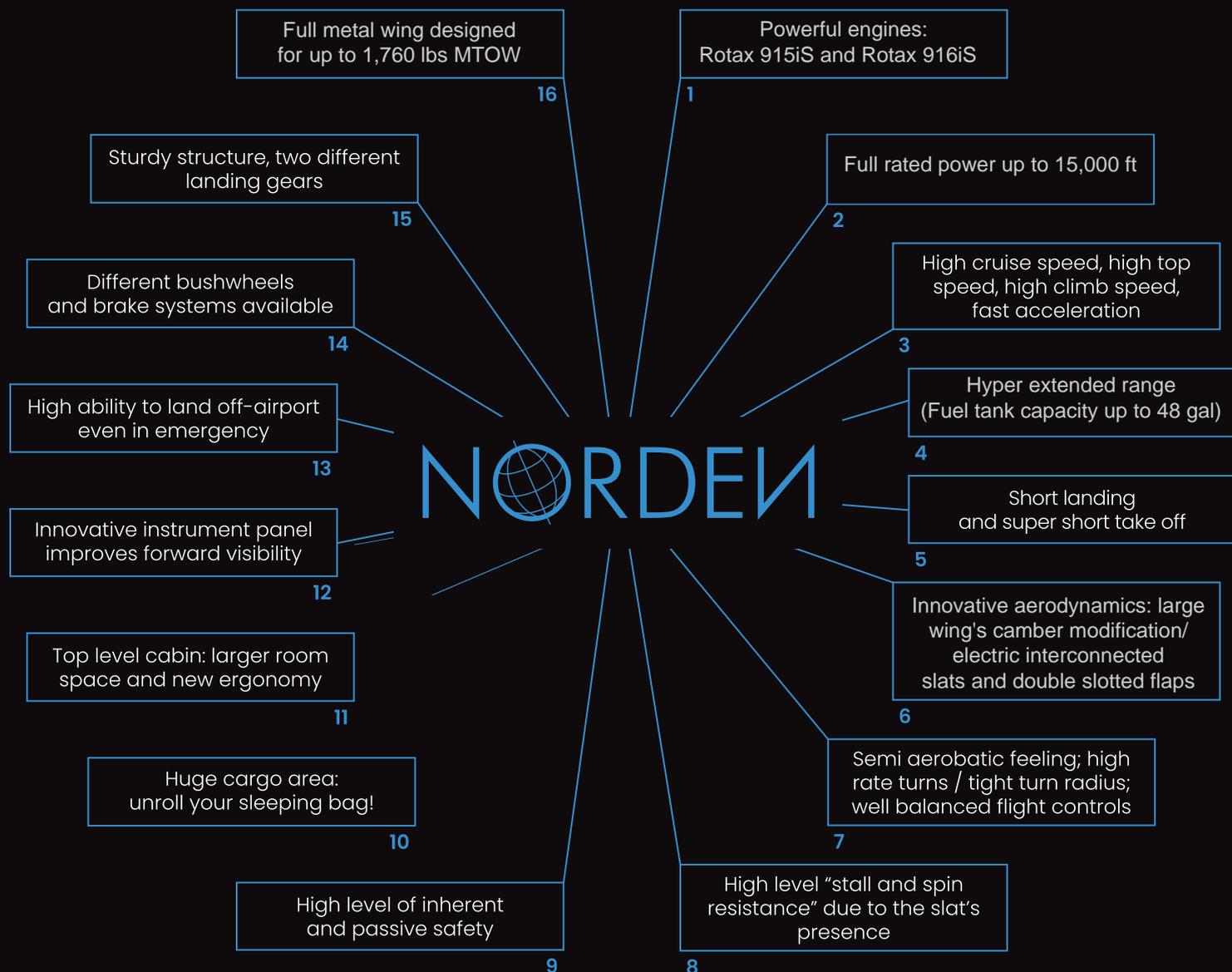
Electric Pitch Trim

We introduced a long travel electric jack screw trim for the horizontal stabilizer allowing settings for all flight phases, considering this airplane's broad speed envelope.



PERFORMANCE AND SAFETY

Since the very beginning, one of the basic principles of the Norden design has been to gather all the desirable flying characteristics into one single aircraft that a modern backcountry pilot could only wish for. We believe the Zlin Norden does just that.



The Zlin Norden, with advanced aerodynamics, the inherent safety due to its high lift devices and solid structure, the availability of different powerful engines, the spaciousness of its cabin mixed with a high cruising speed and the remarkable response and authority of the flight controls make for qualities unencountered in airplanes in the same category.

BUILD YOUR OWN ZLIN NORDEN

The Zlin Norden is available in the USA as S-LSA or E-LSA.
Go to www.zlinaviationusa.com to build your own Zlin Norden.

Basic Paint Scheme



Official Paint Scheme



Dynamic Paint Scheme



Performance Paint Scheme



Performance Paint Scheme



Official Paint Scheme



AVAILABLE OPTIONS

Paint Schemes: Pick one of our paint schemes or design one of your own.

Engine Power: 141 hp or 160 hp

Propellers: Ground adjustable or constant speed

Fuel Capacity: up to 48 gallons

Landing Gear: Cub style or center pivot side shock

Wheels: double or single brake calipers

Bush Tires: 26"/29"/31" or 35"

Carbon Parts: cowling, instrument panel, floorboards, extended baggage, wing tips, slats, flaps

Seats: carbon with or without leather

Instrument Panel: up to 7" Garmin, Kanardia, Dynon "full EFIS package"

Interior Colors: 8 colors for leather, instrument panel, seat belts, countless stitching threads

Cargo Area: extended carbon baggage

Camping: tailored and super light mattress and pillow to sleep inside the plane

NORDEM

POWER PLANT

ENGINE

Rotax 915iS
141 hp/5800 rpm

OR

Rotax 916iS
160 hp/5800 rpm

PROPELLER

4 blade ground
adjustable E-Prop (80 in)

OR

3 blade constant speed
E-Prop (82.7 in)

CAPACITIES

FUEL TANK CAPACITY

26 gal, 37 gal, or 48 gal

FUEL CONSUMPTION

6.5 gph at 75% power

DIMENSIONS

WING SPAN

29.6 ft

LENGTH

23.2 ft

HEIGHT (with 29 in wheels)

88.5 in

WING SURFACE AREA

155 sq ft clean wing
172.5 sq ft with flaps and
slats extended

CABIN WIDTH

30 in

CABIN HEIGHT [Pilot position]

55 in

WEIGHTS

MAX TAKE-OFF WEIGHT

1,760 lbs

EMPTY WEIGHT

825 lbs

USEFUL LOAD

935 lbs

LOAD FACTOR

+6/-3Gs

PERFORMANCES *

VNE

146 mph

STALL SPEED

30 mph with full flaps/slats

CRUISING SPEED

126 mph true at 5,000 ft DA
and 6.5 gph fuel burn

CLIMB RATE

1,800 fpm

RANGE

up to 930 mi at 75% power
with 48 gal tank

TAKE-OFF ROLL at MTOW

< 224 ft

TAKE-OFF ROLL

98 ft (single pilot)

LANDING ROLL at MTOW

< 256 ft

CROSS WIND COMPONENT (MAX.)

15 mph

* [MTOW and Std. Atmosphere with Rotax 915 iS]



Napajedla
2. Května 685
Czech Republic

www.zlinaero.com
info@zlinaero.com



Michael Busenitz, Contact
Zlin Norden USA
14310 NW 70th Street
Whitewater, Kansas 67154

Contact Mike at
Phone: (316) 435-3837
Email: mike@stolcreek.com

www.ZlinNordenUSA.com