



## ***European Aviation Safety Agency***

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### **EASA**

### **TYPE-CERTIFICATE DATA SHEET**

### **EASA.A.353**

### **ZLIN Z 26 - SERIES**

#### **Type Certificate Holder:**

#### **ZLIN AIRCRAFT A.S.**

Letiště 1578  
765 81 Otrokovice  
CZECH REPUBLIC

**For Models:** Z 126, Z 126 T, Z 226 B, Z 226 T, Z 226 A, Z 226 M, Z 226 MS;

Z 326, Z 326 A, Z 326 M;

Z 526, Z 526 A, Z 526 F, Z 526 L, Z 526 AFS, Z 526 AFS-V,  
Z 526 M

Z 726, Z 726 K

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## **SECTION A: Z 126**

### **AI. General**

1. a) Type: Z 26  
b) Model: Z 126
2. Airworthiness category: Aerobatic (A)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Gottwaldov – Otrokovice  
CZECHOSLOVAKIA  
S/N: 701 – 870
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: August 15, 1956
7. EASA Type Certificate replaces CAA CZ Type Certificate No. 4-4445-1956.

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, K5
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None

9. EASA Environmental  
Standards:

ICAO Annex 16, Volume I, Chapter 10

**All. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 126, No. S 126.000.
2. Description: The Z 126 aircraft is two-seat, low wing, single-engine monoplane.
3. Equipment: Approved equipment list is stated in document Maintenance Manual Z 126, Chapter 5.
4. Dimensions:
  - Wing Span: 10.282 m
  - Length: 7.555 m
  - Height: 2.770 m
  - Wing Area: 14.900 m<sup>2</sup>
5. Engine:
  - 5.1 Model: Walter Minor 4-III
  - 5.2 Type Certificate: No. 19/4-IV A/3 ai 1946, Ministry of Transport, CZ
  - 5.3 Limitations:

Max. Continuous power	
Max. Power	77 kW (105 HP)
Max. Engine speed	2 500 RPM
Max. Consumption	35 l/h
Max. Cruising power	
Max. Power	59 kW (80 HP)
Max. Engine speed	2 300 RPM
Max. Consumption	26 l/h
6. Load factors:

For category Aerobatic (A)	+6.0 g,	-3.0 g
For category Normal (N)	+3.5 g,	-1.0 g
7. Propellers:
  - 7.1.1 Model: V-126
  - 7.1.2 Type Certificate: ---
  - 7.1.3 Number of blades: 2
  - 7.1.4 Diameter: 2 000 mm
  - 7.1.5 Sense of Rotation: Anticlockwise in flight direction.

or

  - 7.2.1 Model: L 26.1.8100.5

- 7.2.2 Type Certificate: ---
- 7.2.3 Number of blades: 2
- 7.2.4 Diameter: 2 000 mm
- 7.2.5 Sense of Rotation: Anticlockwise in flight direction.
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.  
Recommended kinds of fuel:  
LBZ 72  
LBZ 78  
LBE 80  
Shell 80  
Esso 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose per-centual carbon residue does not exceed the value of 0.4.  
MS 20  
Aero Shell W100  
Aero Shell W120 (in tropical climates)
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: 80 litres  
Usable: 78 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank
- 9.2 Oil: Minimum 7 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds: Never exceed speed limit  $V_{NE}$  320 km/h IAS  
Maximum speed limit near the ground  $V_H$  205 km/h IAS  
Maximum flaps extended speed limit  $V_{FE}$  130 km/h IAS

11. Maximum Operating Altitude: 4 800 m
12. Allweather Operations Capability: The aircraft is approved for VFR Day flights.
13. Maximum Weights: Max. Take-off and Landing weight: 765 kg  
Max. Variable Load: 194 kg
14. Centre of Gravity Range: 23 % – 26.5 % M.A.C.  
M.A.C. is 1 532 mm;  
0 % M.A.C. is 621 mm aft reference datum.
15. Datum: The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:
- |                      |               |                    |
|----------------------|---------------|--------------------|
| Elevator deflection  | up            | 25° ± 2°           |
|                      | down          | 20° ± 2°           |
| Elevator trim        | up            | 23° ± 2°           |
|                      | down          | 40° ± 2°           |
| Rudder deflection    | left an right | 30° ± 2°           |
| Ailerons deflection  | up            | 108 mm (+5, -3) mm |
|                      | down          | 98 mm (+5, -3) mm  |
| Wing flaps position: | retracted     | 0°                 |
|                      | take-off      | 15°                |
|                      | landing       | 43° (+ 2°, - 3°)   |
17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: Maximum 10 kg
22. Wheels and Tyres: The wheel K 420.00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TI with tube 420x150;  
The wheel K 56-1100.00 of main gear with tubeless tyre MITAS 420x150-6.5 TL;

The wheels K 34-990 or K 13-0000.00 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **AIV. Operating and Service Instructions**

1. Flight manual:
  - In Czech language                      Směrnice pro pilota letounu Z 126
  - In English language                      Instruction for pilot on the use and handling of the Z 126 Aircraft
2. Maintenance and operating manual:
  - In Czech language                      Návod k obsluze a ošetřování letounu Z 126, date of issue 1954
  - In German language                      Flugzeug Z 126 Bedienungsanleitung, date of issue 1956
3. Repair manual:
  - In Czech language                      Opravárenská příručka Z 126, Z 226, date of issue 1994
4. Illustrated parts catalogue:
  - In Czech language                      Seznam náhradních součástí draku letounu Z 126 Trenér, date of issue 1954

#### **AV. Notes:**

Following Z 26 aircraft have been converted to the model Z 126 by the aircraft manufacturer:

S/N: 518, 524, 525, 535, 580, 591 595, 611

Following Z 126 aircraft have been converted to the models:

T 126 M      S/N: 841  
Z 226        S/N: 817  
Z 226 B     S/N: 830, 831  
Z 226 T     S/N: 870  
Z 226 MS:   S/N: 741, 750, 804, 839  
by the aircraft manufacturer.

## **SECTION B: Z 126 T**

### **BI. General**

1. a) Type: Z 26  
b) Model: Z 126 T
2. Airworthiness category: Utility (U)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan n.p.  
Gottwaldov – Otrokovice  
CZECHOSLOVAKIA  
S/N: 780
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: February 10, 1977
7. EASA Type Certificate replaces CAA CZ Type Certificate No. 55.470 – 1957.

### **BII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, K4, K5
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None

9. EASA Environmental Standards: ICAO Annex 16, Volume I, Chapter 10

### **BIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 126 T, No. T-S 126.000.
2. Description: The Z-126 T aircraft is two-seat, low wing, single-engine monoplane.
3. Equipment: Approved equipment list is stated in document Maintenance Manual Z 126, Chapter 5.
4. Dimensions:
- |            |                       |
|------------|-----------------------|
| Wing Span: | 10.282 m              |
| Length:    | 7.555 m               |
| Height:    | 2.770 m               |
| Wing Area: | 14.900 m <sup>2</sup> |
5. Engine:
- 5.1 Model: Walter Minor 4-III
- 5.2 Type Certificate: No. 19/4-IV A/3 a.i. 1946 Ministry of Transport, CZ
- 5.3 Limitations:
- |                       |                |
|-----------------------|----------------|
| Max. Continuous power |                |
| Max. Power            | 77 kW (105 HP) |
| Max. Engine speed     | 2 500 RPM      |
| Max. Consumption      | 35 l/h         |
| Max. Cruising power   |                |
| Max. Power            | 59 kW (80 HP)  |
| Max. Engine speed     | 2 300 RPM      |
| Max. Consumption      | 26 l/h         |
6. Load factors:
- |                          |         |        |
|--------------------------|---------|--------|
| For category Utility (U) | +4.4 g, | -1.8 g |
| For category Normal (N)  | +3.5 g, | -1.0 g |
7. Propellers:
- 7.1.1 Model: V-126
- 7.1.2 Type Certificate: ---
- 7.1.3 Number of blades: 2
- 7.1.4 Diameter: 2 000 mm
- 7.1.5 Sense of Rotation: Anticlockwise in flight direction
- or
- 7.2.1 Model: L 26.1.8100.5

- 7.2.2 Type Certificate: ---
- 7.2.3 Number of blades: 2
- 7.2.4 Diameter: 2 000 mm
- 7.2.5 Sense of Rotation: Anticlockwise in flight direction.
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes.  
Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.  
LBZ 72  
LBZ 78  
LBE 80  
LBE 87  
Shell 80  
ESSO 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.  
MS20  
Aeroshell W100  
Aeroshell W120 (in tropical climates)
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: 80 litres  
Usable: 78 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank
- 9.2 Oil: Minimum 7 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds: Never exceed speed limit  $V_{NE}$  300 km/h IAS  
Maximum speed limit near  $V_H$   
the ground 205 km/h IAS  
Maximum flaps extended  $V_{FE}$

	speed limit	160 km/h IAS
11. Maximum Operating Altitude:	4 750 m	
12. Allweather Operations Capability:	The aircraft is approved for VFR Day flights.	
13. Maximum Weights:	Max. Take-off and Landing weight:	815 kg
	Max. Variable Load:	190 kg
14. Centre of Gravity Range:	18 % – 30.5 % M.A.C. M.A.C. is 1 532 mm; 0 % M.A.C. is 621 mm aft reference datum.	
15. Datum:	The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.	
16. Control surface deflections:	Elevator deflection	up $25^{\circ} \pm 2^{\circ}$ down $20^{\circ} \pm 2^{\circ}$
	Elevator trim	up $23^{\circ} \pm 2^{\circ}$ down $40^{\circ} \pm 2^{\circ}$
	Rudder deflection	left an right $30^{\circ} \pm 2^{\circ}$
	Ailerons deflection	up 108 mm (+5, -3) mm down 98 mm (+5, -3) mm
	Wing flaps position:	retracted $0^{\circ}$ take-off $15^{\circ}$ landing $43^{\circ} (+ 2^{\circ}, - 3^{\circ})$
17. Levelling Means:	Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.	
18. Minimum Flight Crew:	1 (Pilot)	
19. Maximum Passenger Seating Capacity:	2 (including crew)	
20. (Reserved)		
21. Baggage/Cargo Compartments:	Maximum 10 kg	
22. Wheels and Tyres:	The wheel K 420.00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150; The wheel K 56-1100.00 of main gear with tubeless tyre MITAS 420x150-6.5 TL; The wheels K 34-990 or K 13-0000.00 of tail gear	

with tyre BARUM or MITAS 260x85-4 with tube  
260x85.

#### **BIV. Operating and Service Instructions**

1. Flight manual:
  - In Czech language Směrnice pro pilota letounu Z 126
  - In English language Instruction for Pilot on the use and Handling of the Z 126 Aircraft
2. Flight manual supplement:
  - In Czech language Dodatek k letové příručce Z 126 – modifikace T
3. Maintenance and operating manual:
  - In Czech language Návod k obsluze a ošetřování letounu Z 126, date of issue 1954
  - In German language Flugzeug Z 126 Bedienungsanleitung, date of issue 1956
4. Repair manual:
  - In Czech language Opravárenská příručka Z 126, Z 226, date of issue 1994
5. Illustrated parts catalogue:
  - In Czech language Seznam náhradních součástí draku letounu Z 126 Trenér, date of issue 1954

Note: Revisions are issued in Czech and English languages only.

#### **BV. Notes:**

Following Z 126 aircraft has been converted to the model  
Z 226 S/N: 780  
by the aircraft manufacturer.

## **SECTION C: Z 226 B**

### **CI. General**

1. a) Type: Z 26  
b) Model: Z 226 B
2. Airworthiness category: Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan n.p.  
Gottwaldov – Otrokovice  
CZECHOSLOVAKIA  
S/N: 06-08 – 41-09; 54-09; 246 – 285
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: October 25, 1956
7. EASA Type Certificate replaces CAA CZ Type Certificate No. 4-5150-1956.

### **CII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, K4, P3  
British Civil Airworthiness Requirements, Cat D-4
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None
9. EASA Environmental ICAO Annex 16, Volume I, Chapter 10

Standards:

### **CIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 226 B, No. S-B 226.000.
2. Description: The Z 226 B aircraft is two-seat, single-engine monoplane. Control system is installed in rear pilot compartment only.
3. Equipment: Approved equipment list is stated in document Maintenance Manual Z 226 B, Chapter V.
4. Dimensions:

Wing Span:	10.280 m
Length:	7.800 m
Height:	2.778 m
Wing Area:	14.900 m <sup>2</sup>
5. Engine:
  - 5.1 Model: Walter Minor 6-III
  - 5.2 Type Certificate: No. 132/2-L/6A-a.i.-1947 Ministry of Transport, CZ
  - 5.3 Limitations:

Max. Continuous power	
Max. Power	118 kW (160 HP)
Max. Engine speed	2 500 RPM
Max. Consumption	53 l/h
Max. Cruising power	
Max. Power	92 kW (125 HP)
Max. Engine speed	2 300 RPM
Max. Consumption	38 l/h
6. Load factors: + 3.8 g, - 1.5 g
7. Propellers:
  - 7.1.1 Model: V-226
  - 7.1.2 Type Certificate: ---
  - 7.1.3 Number of blades: 2
  - 7.1.4 Diameter: 2 050 mm
  - 7.1.5 Sense of Rotation: Anticlockwise in flight direction

or

  - 7.2.1 Model: Z-226.640
  - 7.2.2 Type Certificate: ---

- 7.2.3 Number of blades: 2
- 7.2.4 Diameter: 2 050 mm
- 7.2.5 Sense of Rotation: Anticlockwise in flight direction
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes.  
Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.  
LBZ 72  
LBZ 78  
LBE 80  
LBE 87  
Shell 80  
ESSO 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.  
MS20  
Aeroshell W100  
Aeroshell W120 (in tropical climates)
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: 125 litres  
Usable: 123 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank  
45 litres in auxiliary fuselage tank
- 9.2 Oil: Minimum 7 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds: Never exceed speed limit  $V_{NE}$  300 km/h IAS  
Maximum speed limit near  $V_H$   
the ground 200 km/h IAS  
Maximum flaps extended  $V_{FE}$   
speed limit 130 km/h IAS

11. Maximum Operating Altitude: 7 150 m
12. Allweather Operations Capability: The aircraft is approved for VFR Day flights.
13. Maximum Weights: Max. Take-off and Landing weight:  
In towing 680 kg  
In flight without towing 770 kg  
  
Max. Variable Load:  
In towing 103 kg  
In flight without towing 193 kg
14. Centre of Gravity Range: 20.3 % – 24.4 % M.A.C.  
M.A.C. is 1 532 mm;  
0 % M.A.C. is 621 mm aft reference datum.
15. Datum: The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections: Elevator deflection up  $25^{\circ} \pm 2^{\circ}$   
down  $20^{\circ} \pm 2^{\circ}$   
  
Elevator trim up  $23^{\circ} \pm 2^{\circ}$   
down  $40^{\circ} \pm 2^{\circ}$   
  
Rudder deflection left an right  $30^{\circ} \pm 2^{\circ}$   
  
Ailerons deflection up 108 mm (+5, -3) mm  
down 98 mm (+5, -3) mm  
  
Wing flaps position: retracted  $0^{\circ}$   
take-off  $15^{\circ}$   
landing  $43^{\circ} (+ 2^{\circ}, - 3^{\circ})$
17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: Maximum 23 kg (except for towing operation)
22. Wheels and Tyres: The wheel K 420.00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;

The wheel K 56-1100.00 of main gear with tubeless tyre MITAS 420x150-6.5 TL;

The wheels K 34-990 or K 13-0000.00 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **CIV. Operating and Service Instructions**

1. Flight manual
  - In Czech language Směrnice pro pilota letounu Z 226 B, T
  - In English language Instruction for Pilot on the Use and Handling of the Z 226 Aircraft
  - In German language Richtlinien Fuer den Flugzeugfuhrer des Flugzeuges Z 226
2. Maintenance manual
  - In Czech language Návod k obsluze letounu Z 226 B, date of issue 1957
3. Overhaul manual
  - In Czech language Opravárenská příručka Z 126, Z 226, date of issue 1994
4. Catalog of spare parts:
  - In Czech language Seznam náhradních součástí draku letounu Z 226 B, T

Note: Revisions are issued in Czech and English languages only.

#### **CV. Notes**

Following Z 226 B aircraft have been converted to the models:

Z 126 T S/N: 14-08, 15-08;  
Z 226 T S/N: 12-08, 25-09;  
Z 226 M S/N: 21-09, 28-09, 31-09, 37-09, 39-09, 40-09, 253;  
Z 226 MS S/N: 07-08,10-08,11-08, 16-08, 17-08, 19-08, 22-09, 26-09, 29-09, 33-09, 34-09, 36-09, 41-09, 246, 247, 250, 252, 256, 260, 261, 264, 265, 266, 268, 270, 273, 274, 275, 276, 279, 281, 282, 284, 285;  
Z 226 LS S/N: 280

by the aircraft manufacturer.

## **SECTION D: Z 226 T**

### **DI. General**

1. a) Type: Z 26  
b) Model: Z 226 T
2. Airworthiness category: Aerobatic (A)  
Utility (U)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n.p.  
Gottwaldov – Otrokovice  
CZECHOSLOVAKIA  
S/N: 42 – 53; 55 – 245; 286 – 370
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: October 25, 1957
7. EASA Type Certificate replaces CAA CZ Type Certificate No. 55.470 – 1957.

### **DII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, K4, K5
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None

9. EASA Environmental Standards: ICAO Annex 16, Vol. I, Chapter 10

**DIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 226 T No. T-S 226.000.
2. Description: The Z-226 T aircraft is two-seat, low wing, single-engine monoplane. Control system is installed in both of pilot compartments.
3. Equipment: Approved equipment list is stated in document Maintenance Manual Z 226 T, Chapter V.
4. Dimensions:
- |            |                       |
|------------|-----------------------|
| Wing Span: | 10.282 m              |
| Length:    | 7.800 m               |
| Height:    | 2.060 m               |
| Wing Area: | 14.900 m <sup>2</sup> |
5. Engine:
- 5.1 Model: Walter Minor 6-III
- 5.2 Type Certificate: No. 132/2-L/6A-a.i.-1947 Ministry of Transport, CZ
- 5.3 Limitations:
- |                       |                 |
|-----------------------|-----------------|
| Max. Continuous power |                 |
| Max. Power            | 118 kW (160 HP) |
| Max. Engine speed     | 2 500 RPM       |
| Max. Consumption      | 53 l/h          |
| Max. Cruising power   |                 |
| Max. Power            | 92 kW (125 HP)  |
| Max. Engine speed     | 2 300 RPM       |
| Max. Consumption      | 38 l/h          |
6. Load factors:
- |                            |         |        |
|----------------------------|---------|--------|
| For category Aerobatic (A) | +6.0 g, | -      |
| 3.0 g                      |         |        |
| For category Utility (U)   | +4.0 g, | -2.0 g |
| For category Normal (N)    | +3.5 g, | -1.0 g |
7. Propellers:
- 7.1.1 Model: T-226
- 7.1.2 Type Certificate: ---
- 7.1.3 Number of blades: 2
- 7.1.4 Diameter: 2 050 mm
- 7.1.5 Sense of Rotation: Anticlockwise in flight direction.

or

- 7.2.1 Model: Z-226.641
- 7.2.2 Type Certificate: ---
- 7.2.3 Number of blades: 2
- 7.2.4 Diameter: 2 000 mm
- 7.2.5 Sense of Rotation: Anticlockwise in flight direction.
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06% vol.  
LBZ 72  
LBZ 78  
LBE 80  
LBE 87  
Shell 80  
ESSO 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.  
MS 20  
Aeroshell W100  
Aeroshell W120 (in tropical climates)
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: 80 litres  
Usable: 78 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank
- 9.2 Oil: Minimum 7 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds: Never exceed speed limit  $V_{NE}$   
category A, U, N 300 km/h IAS  
Maximum speed limit near the ground  
category A, U, N  $V_H$  230 km/h IAS  
Maximum flaps extended speed limit

category A, U, N  $V_{FE}$  130 km/h IAS

11. Maximum Operating Altitude: 5 300 m
12. Allweather Operations Capability: The aircraft is approved for VFR Day flights.
13. Maximum Weights: Max. Take-off and Landing weight:  
- For category Aerobatic (A) 730 kg  
- For category Utility (U) 820 kg  
- For category Normal (N) 820 kg  
Max. Variable Load:  
- For category Aerobatic (A) 92 kg  
- For category Utility (U) 182 kg  
- For category Normal (N) 182 kg
14. Centre of Gravity Range: 18.6 % – 23.0 % M.A.C.  
M.A.C. is 1 532 mm;  
0 % M.A.C. is 621 mm aft reference datum.
15. Datum: The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections: Elevator deflection up  $25^{\circ} \pm 2^{\circ}$   
down  $20^{\circ} \pm 2^{\circ}$   
Elevator trim up  $23^{\circ} \pm 2^{\circ}$   
down  $40^{\circ} \pm 2^{\circ}$   
Rudder deflection left an right  $30^{\circ} \pm 2^{\circ}$   
Ailerons deflection up 108 mm (+5, -3) mm  
down 98 mm (+5, -3) mm  
Wing flaps position: retracted  $0^{\circ}$   
take-off  $15^{\circ}$   
landing  $43^{\circ}$  (+  $2^{\circ}$ , -  $3^{\circ}$ )
17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: None
22. Wheels and Tyres: The wheel K 420.00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS

420x150-6.5 TL with tube 420x150;

The wheel K 56-1100.00 of main gear with  
tubeless tyre MITAS 420x150-6.5 TL;

The wheels K 34-990 or K 13-0000.00 of tail gear  
with tyre BARUM or MITAS 260x85-4 with tube  
260x85.

#### **DIV. Operating and Service Instructions**

1. Flight manual
  - In Czech language Směrnice pro pilota letounu Z 226 B, T
  - In English language Instruction for Pilot on the Use and Handling of the Z 226 Aircraft
  - In German language Richtlinien Fuer den Flugzeugfuhrer des Flugzeuges Z 226
2. Maintenance manual
  - In Czech language Návod k obsluze letounu Z 226 T, 1957
3. Overhaul manual
  - In Czech language Opravárenská příručka Z 126, Z 226, 1994
4. List of spare parts
  - In Czech language Seznam náhradních součástí draku letounu Z 226 B, T

Note: Revisions are issued in Czech and English versions languages only.

#### **DV. Notes:**

Following Z 226 T aircraft have been converted to the models:

Z 126	S/N: 163
Z 126 M	S/N: 103;
Z 126 T	S/N: 123, 169, 177, 179, 180;
Z 226 A	S/N: 108, 164, 353;
Z 226 AS	S/N: 154, 200;
Z 226 M	S/N: 47, 0104, 120, 122, 127 – 129, 132, 134, 137, 140, 155,167, 188, 191, 192, 196;
Z 226 MS	S/N: 104, 105, 0105,106, 107, 119, 121, 124, 130, 131, 133, 135, 138, 139, 149, 158, 159, 161, 168, 170, 175, 181 – 184, 186, 189, 190, 193, 194, 198, 202, 204, 243, 322, 350, 368, 370

by the aircraft manufacturer.

## **SECTION E: Z 226 A**

### **EI. General**

1. a) Type: Z 26  
b) Model: Z 226 A
2. Airworthiness category: Aerobatic (A)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n.p.  
Gottwaldov – Otrokovice  
CZECHOSLOVAKIA  
S/N: 01-08 – 04-08;
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: April 27, 1963
7. EASA Type Certificate replaces CAA CZ Type Certificate No. 63 001 – Z 226 A.

### **EII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, K5  
British Civil Airworthiness Requirements, Cat D
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None
9. EASA Environmental ICAO Annex 16, Volume I, Chapter 10

Standards:

### **EIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 226 A, No. S-A 226.000.
2. Description: The Z 226 A aircraft is one-seat, low wing, single-engine monoplane.
3. Equipment: Approved equipment list is stated in document Flight manual.
4. Dimensions:

Wing Span:	10.280 m
Length:	7.820 m
Height:	2.060 m
Wing Area:	14.900 m <sup>2</sup>
5. Engine:
  - 5.1 Model: Walter Minor 6-III
  - 5.2 Type Certificate: No. 132/2-L/6A-a.j.-1947, Issued by Czech Ministry of Transport
  - 5.3 Limitations:

Max. Continuous power	
Max. Power	118 kW (160 HP)
Max. Engine speed	2 500 RPM
Max. Consumption	53 l/h
Max. Cruising power	
Max. Power	92 kW (125 HP)
Max. Engine speed	2 300 RPM
Max. Consumption	38 l/h
6. Load factors:

For category Aerobatic (A)	+6.0 g,	-3.0 g
For category Normal (N)	+3.5 g,	-1.0 g
7. Propellers:
  - 7.1.1 Model: Z-226.641.2
  - 7.1.2 Type Certificate: ---
  - 7.1.3 Number of blades: 2
  - 7.1.4 Diameter: 2 050 mm
  - 7.1.5 Sense of Rotation: Anticlockwise in flight direction.

or

  - 7.2.1 Model: Z-326.641.1
  - 7.2.2 Type Certificate: ---

- 7.2.3 Number of blades: 2
- 7.2.4 Diameter: 2 000 mm
- 7.2.5 Sense of Rotation: Anticlockwise in flight direction.
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.  
LBZ 72  
LBZ 78  
LBE 80  
LBE 87  
Shell 80  
ESSO 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.  
MS 20  
Aeroshell W100  
Aeroshell W120 (in tropical climates)
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: for category A: 80 litres  
for category N: 120 litres  
Usable: for category A: 78 litres  
for category N: 118 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank  
40 litres in fuselage auxiliary tank
- 9.2 Oil: Minimum 7 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds: Never exceed speed limit  $V_{NE}$   
(category A, N) 300 km/h IAS

	Maximum speed limit near the ground (category A, N) $V_H$ 215 km/h IAS
	Maximum flaps extended speed limit (category A, N) $V_{FE}$ 130 km/h IAS
11. Maximum Operating Altitude:	6 450 m
12. Allweather Operations Capability:	The aircraft is approved for VFR Day flights.
13. Maximum Weights:	Max. Take-off and Landing weight: - For category Aerobatic (A) 715 kg - For category Normal (N) 745 kg  Max. Variable Load: - For category Aerobatic (A) 90 kg - For category Normal (N) 187 kg
14. Centre of Gravity Range:	19 % - 26 % MAC M.A.C. is 1 532 mm; 0 % M.A.C. is 621 mm aft reference datum.
15. Datum:	The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:	Elevator deflection up $25^\circ \pm 2^\circ$ down $20^\circ \pm 2^\circ$  Elevator trim up $23^\circ \pm 2^\circ$ down $40^\circ \pm 2^\circ$  Rudder deflection left an right $30^\circ \pm 2^\circ$  Ailerons deflection up 108 mm (+5, -3) mm down 98 mm (+5, -3) mm  Wing flaps position: retracted $0^\circ$ take-off $15^\circ$ landing $43^\circ (+ 2^\circ, - 3^\circ)$
17. Levelling Means:	Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew:	1 (Pilot)
19. Maximum Passenger Seating Capacity:	1 (including crew)
20. (Reserved)	

21. Baggage/Cargo Compartments: 13 kg (for category Normal only)
22. Wheels and Tyres: The wheel K 420.00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;
- The wheel K 56-1100.00 of main gear with tubeless tyre MITAS 420x150-6.5 TL;
- The wheels K 34-990 or K 13-0000.00 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **EIV. Operating and Service Instructions**

1. Flight manual:  
- In Czech language Směrnice pro pilota o použití a technice pilotáže letounu Z 226 B, T (upravené pro Z 226 A)
2. Maintenance and operating manual:  
- In Czech language Návod k obsluze a ošetřování letounu Z – 226 T (upravený pro Z 226 A)

#### **EV. Notes**

Following Z 226 A aircraft have been converted to the models:

Z 226 AS S/N: 01-08, 02-08

by the aircraft manufacturer.

## **SECTION F: Z 226 M**

### **FI. General**

1. a) Type: Z 26  
b) Model: Z 226 M
2. Airworthiness category: Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n.p.  
Letiště 1578  
765 81 Otrokovice  
CZECHOSLOVAKIA  
S/N: see Z 226 B, Z 226 T aircraft
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: November 8, 1979
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 4 – 5150 – 1956, Supplement No. 1.

### **FII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, K4, P3  
British Civil Airworthiness Requirements, Cat D-4
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None
9. EASA Environmental ICAO Annex 16, Volume I, Chapter 10

Standards:

### **FIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 226 M – conversion  
Z 226 T to Z 226 M aircraft, No. S-M 226.000.
2. Description: The Z 226 M aircraft is two-seat, low wing, single-engine monoplane. Control system is installed in rear pilot compartment only.
3. Equipment: Approved minimum equipment list is stated in document Maintenance Manual Z 226 MS (M), Chapter 12.
4. Dimensions:

Wing Span:	10.280 m
Length:	7.860 m
Height:	2.778 m
Wing Area:	14.900 m <sup>2</sup>
5. Engine:
  - 5.1 Model: M 137 A
  - 5.2 Type Certificate: 69-01 issued by CAA CZ
  - 5.3 Limitations:

Max. Take off power (max. 5 min.)	
Max. Power	133 kW (180 HP)
Max. Engine speed	2 750 RPM
Max. Consumption	61 l/h
Max. Manifold pressure	100±2 kPa
Max. Continuous power	
Max. Power	118 kW (160 HP)
Max. Engine speed	2 680 RPM
Max. Consumption	53 l/h
Max. Manifold pressure	95±2 kPa
Max. Cruising power	
Max. Power	103 kW (140 HP)
Max. Engine speed	2 580 RPM
Max. Consumption	48 l/h
Max. Manifold pressure	87 kPa
6. Load factors: + 3.8 g; - 1.5 g
7. Propellers:
  - 7.1.1 Model: Z 42.6411
  - 7.1.2 Type Certificate: 70-06 issued by CAA CZ
  - 7.1.3 Number of blades: 2

- 7.1.4 Diameter: 2 000 mm  
7.1.5 Sense of Rotation: Anticlockwise in flight direction

or

- 7.2.1 Model: Z 42.6413  
7.2.2 Type Certificate: 70-07 issued by CAA CZ  
7.2.3 Number of blades: 2  
7.2.4 Diameter: 2 050 mm  
7.2.5 Sense of Rotation: Anticlockwise in flight direction

## 8. Fluids:

- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.  
LBZ 72  
LBZ 78  
LBE 80  
LBE 87  
Shell 80  
ESSO 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.  
MS 20  
Aeroshell W100  
Aeroshell W120
- 8.3 Coolant: None

## 9. Fluid capacities:

- 9.1 Fuel: Total: 125 litres  
Usable: 123 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank  
45 litres in fuselage auxiliary tank
- 9.2 Oil: Minimum 9 litres – Maximum 11 litres

9.3 Coolant system capacity:	None																														
10. Air Speeds:	<p>Never exceed speed limit <math>V_{NE}</math> 290 km/h IAS</p> <p>Normal operating speed limit <math>V_{NO}</math> 216 km/h IAS</p> <p>Design manoeuvring speed limit <math>V_A</math> 183 km/h IAS</p> <p>Maximum flaps extended speed limit <math>V_{FE}</math> 130 km/h IAS</p>																														
11. Maximum Operating Altitude:	7 150 m																														
12. Allweather Operations Capability:	The aircraft is approved for VFR Day flights.																														
13. Maximum Weights:	<p>Max. Take-off and Landing weight:</p> <ul style="list-style-type: none"> <li>- at towing with Z 42.6411 propeller 780 kg</li> <li>- at towing with Z 42.6413 propeller 860 kg</li> </ul> <p>Max. Variable Load:</p> <ul style="list-style-type: none"> <li>- at towing with Z 42.6411 propeller 106 kg</li> <li>- at towing with Z 42.6413 propeller 186 kg</li> </ul>																														
14. Centre of Gravity Range:	18.6 % - 24.4 % MAC M.A.C. is 1 532 mm; 0 % M.A.C. is 621 mm aft reference datum.																														
15. Datum:	The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.																														
16. Control surface deflections:	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Elevator deflection</td> <td style="width: 30%;">up</td> <td style="width: 30%;">25° ± 1°</td> </tr> <tr> <td></td> <td>down</td> <td>20° ± 1°</td> </tr> <tr> <td>Elevator trim</td> <td>up</td> <td>23° ± 2°</td> </tr> <tr> <td></td> <td>down</td> <td>40° ± 2°</td> </tr> <tr> <td>Rudder deflection</td> <td>left an right</td> <td>30° ± 2°</td> </tr> <tr> <td>Ailerons deflection</td> <td>up</td> <td>108 mm (+5, -3) mm</td> </tr> <tr> <td></td> <td>down</td> <td>98 mm (+5, -3) mm</td> </tr> <tr> <td>Wing flaps position:</td> <td>retracted</td> <td>0°</td> </tr> <tr> <td></td> <td>take-off</td> <td>15°</td> </tr> <tr> <td></td> <td>landing</td> <td>43° (+ 2°, - 3°)</td> </tr> </table>	Elevator deflection	up	25° ± 1°		down	20° ± 1°	Elevator trim	up	23° ± 2°		down	40° ± 2°	Rudder deflection	left an right	30° ± 2°	Ailerons deflection	up	108 mm (+5, -3) mm		down	98 mm (+5, -3) mm	Wing flaps position:	retracted	0°		take-off	15°		landing	43° (+ 2°, - 3°)
Elevator deflection	up	25° ± 1°																													
	down	20° ± 1°																													
Elevator trim	up	23° ± 2°																													
	down	40° ± 2°																													
Rudder deflection	left an right	30° ± 2°																													
Ailerons deflection	up	108 mm (+5, -3) mm																													
	down	98 mm (+5, -3) mm																													
Wing flaps position:	retracted	0°																													
	take-off	15°																													
	landing	43° (+ 2°, - 3°)																													
17. Levelling Means:	Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.																														
18. Minimum Flight Crew:	1 (Pilot)																														
19. Maximum Passenger	2 (including crew)																														

Seating Capacity:

20. (Reserved)

21. Baggage/Cargo Compartments: Maximum 23 kg

22. Wheels and Tyres: The wheel K 420.00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;  
The wheel K 56-1100.00 of main gear with tubeless tyre MITAS 420x150-6.5 TL;  
The wheels K 34-990 or K 13-0000.00 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

**FIV. Operating and Service Instructions**

1. Flight manual:  
- In Czech language Směrnice pro pilota letounu Z 226 M,  
date of issue 1978
2. Maintenance and operating manual:  
- In Czech language Popis – obsluha – údržba ZLIN 226 MS (M),  
date of issue 1992
3. Overhaul manual:  
- In Czech language Opravárenská příručka Z 126, Z 226,  
date of issue 1994

**FV. Notes**

None

## **SECTION G: Z 226 MS**

### **GI. General**

1. a) Type: Z 26  
b) Model: Z 226 MS
2. Airworthiness category: Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n.p.  
Letiště 1578  
765 81 Otrokovice  
CZECHOSLOVAKIA  
S/N: see Z 226 B, Z 226 T aircraft
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: October 21, 1986
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 4 – 5150 – 1956, Supplement No. 1, Modification.

### **GII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, K4, P3  
British Civil Airworthiness Requirements, Cat D-4
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None

9. EASA Environmental  
Standards:

ICAO Annex 16, Volume I, Chapter 10

### **GIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 226 MS, No. MS 226.000.
2. Description: The Z 226 MS aircraft is two-seat, low wing, single-engine, monoplane. Control system is installed in rear pilot compartment only.
3. Equipment: Approved minimum equipment list is stated in document Maintenance Manual Z 226 MS (M), Chapter 12.
4. Dimensions:

Wing Span:	10.280 m
Length:	7.860 m
Height:	2.778 m
Wing Area:	14.900 m <sup>2</sup>
5. Engine:
  - 5.1 Model: M 137 A
  - 5.2 Type Certificate: 69-01 issued by CAA CZ
  - 5.3 Limitations:

Max. Take off power (max. 5 min.)	
Max. Power	133 kW (180 HP)
Max. Engine speed	2 750 RPM
Max. Consumption	61 l/h
Max. Manifold pressure	100±2 kPa
Max. Continuous power	
Max. Power	118 kW (160 HP)
Max. Engine speed	2 680 RPM
Max. Consumption	53 l/h
Max. Manifold pressure	95±2 kPa
Max. Cruising power	
Max. Power	103 kW (140 HP)
Max. Engine speed	2 580 RPM
Max. Consumption	48 l/h
Max. Manifold pressure	87 kPa
6. Load factors: + 3.8 g; - 1.5 g
7. Propeller:
  - 7.1.1 Model: V 503
  - 7.1.2 Type Certificate: 64 002 issued by CAA CZ
  - 7.1.3 Number of blades: 2

- 7.1.4 Diameter: 1 950 mm  
7.1.5 Sense of Rotation: Anticlockwise in flight direction

or

- 7.2.1 Model: V 503 A  
7.2.2 Type Certificate: 69-02 issued by SLI CZ  
7.2.3 Number of blades: 2  
7.2.4 Diameter: 2 000 mm  
7.2.5 Sense of Rotation: Anticlockwise in flight direction

## 8. Fluids:

- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.  
LBZ 72  
LBZ 78  
LBE 80  
LBE 87  
Shell 80  
ESSO 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.  
MS 20  
Aeroshell W100  
Aeroshell W120 (in tropical climates)
- 8.3 Coolant: None

## 9. Fluid capacities:

- 9.1 Fuel: Total: 125 litres  
Usable: 123 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank  
45 litres in fuselage auxiliary tank
- 9.2 Oil: Minimum 9 litres – Maximum 11 litres

9.3 Coolant system capacity:	None
10. Air Speeds:	<p>Never exceed speed limit <math>V_{NE}</math> 290 km/h IAS</p> <p>Normal operating speed limit <math>V_{NO}</math> 216 km/h IAS</p> <p>Design manoeuvring speed limit <math>V_A</math> 183 km/h IAS</p> <p>Maximum flaps extended speed limit <math>V_{FE}</math> 130 km/h IAS</p>
11. Maximum Operating Altitude:	6 000 m
12. Allweather Operations Capability:	The aircraft is approved for VFR Day flights.
13. Maximum Weights:	<p>Max. Take-off and Landing weight: 890 kg</p> <p>Max. Variable Load: 191 kg</p>
14. Centre of Gravity Range:	<p>17 % - 24.5 % MAC</p> <p>M.A.C. is 1 532 mm;</p> <p>0 % M.A.C. is 621 mm aft reference datum.</p>
15. Datum:	The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:	<p>Elevator deflection up <math>25^\circ \pm 1^\circ</math></p> <p>down <math>20^\circ \pm 1^\circ</math></p> <p>Elevator trim up <math>23^\circ \pm 2^\circ</math></p> <p>down <math>40^\circ \pm 2^\circ</math></p> <p>Rudder deflection left an right <math>30^\circ \pm 2^\circ</math></p> <p>Ailerons deflection up 108 mm (+5, -3) mm</p> <p>down 98 mm (+5, -3) mm</p> <p>Wing flaps position: retracted <math>0^\circ</math></p> <p>take-off <math>15^\circ</math></p> <p>landing <math>43^\circ (+ 2^\circ, - 3^\circ)</math></p>
17. Levelling Means:	Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew:	1 (Pilot)
19. Maximum Passenger Seating Capacity:	2 (including crew)
20. (Reserved)	



## **SECTION H: Z 326**

### **HI. General**

1. a) Type: Z 26  
b) Model: Z 326
2. Airworthiness category: Aerobatic (A)  
Utility (U)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Gottwaldov – Otrokovice  
CZECHOSLOVAKIA  
S/N: 301 – 304; 501 – 523  
Strojírny první pětiletky, n. p.  
Kunovice, závod Moravan Otrokovice  
CZECHOSLOVAKIA  
S/N: 524 – 530; 532 – 550; 556 – 580; 587 – 595;  
600 – 907  
Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 908 – 933
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: October 13, 1959
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. č.j. 2417/59.

### **III. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)

- |                                     |   |
|-------------------------------------|---|
| 4. Airworthiness Requirements:      | Bauvorschriften für Flugzeuge, Kat. K 5<br>British Civil Airworthiness Requirements, Cat. D |
| 5. Requirements elected to comply:  | None  |
| 6. EASA Special Conditions:         | None  |
| 7. EASA Exemptions:                 | None  |
| 8. EASA Equivalent Safety Findings: | None  |
| 9. EASA Environmental Standards:    | ICAO Annex 16, Volume I, Chapter 10   |

### **HIIL. Technical Characteristics and Operational Limitations**

- |                            |  |  |
|----------------------------|--|--|
| 1. Type Design Definition: | The specification list of aircraft Z 326, No. S-Z 326.000.         |  |
| 2. Description:            | The Z 326 aircraft is two-seat, low wing, single-engine, monoplane |  |
| 3. Equipment:              | Approved equipment list is stated in document Flight Manual Z 326. |  |
| 4. Dimensions:             | Wing   | 10.596 m without auxiliary tanks         |
|                            | Span:  | 10.845 m with auxiliary tanks<br>7.820 m |
|                            | Length:  | 2.060 m                                  |
|                            | Height:  | 15.451 m <sup>2</sup>                    |
|                            | Wing Area:   |  |
| 5. Engine:                 |  |  |
| 5.1 Model:                 | Walter Minor 6-III.  |  |
| 5.2 Type Certificate:      | č.j. 132/2-L/6A-a.i.-1947  |  |
| 5.3 Limitations:           | Max. Continuous power  |  |
|                            | Max. Power   | 118 kW (160 HP)                          |
|                            | Max. Engine speed  | 2 500 RPM                                |
|                            | Max. Consumption   | 54 l/h                                   |
|                            | Max. Cruising power  |  |
|                            | Max. Power   | 92 kW (125 HP)                           |
|                            | Max. Engine speed  | 2 300 RPM                                |
|                            | Max. Consumption   | 36 l/h                                   |
| 6. Load factors:           | For category Aerobatic (A)   | +6.0 g; -3.0 g                           |
|                            | For category Utility (U)   | +4.5 g; -1.8 g                           |
|                            | For category Normal (N)  | +3.5 g; -1.0 g                           |

## 7. Propellers:

- 7.1.1 Model: Z – 326.641
- 7.1.2 Type Certificate: č.j. 2417/59 from date October 13, 1959
- 7.1.3 Number of blades: 2
- 7.1.4 Diameter: 2 000 mm
- 7.1.5 Sense of Rotation: Anticlockwise in flight direction

or

- 7.2.1 Model: Z – 226.640
- 7.2.2 Type Certificate: č.j. 6312/61 from date September 26, 1961
- 7.2.3 Number of blades: 2
- 7.2.4 Diameter: 2 050 mm
- 7.2.5 Sense of Rotation: Anticlockwise in flight direction

or

- 7.3.1 Model: Z – 326.641.1
- 7.3.2 Type Certificate: č.j. 2417/59 from date October 13, 1959
- 7.3.3 Number of blades: 2
- 7.3.4 Diameter: 2 000 mm
- 7.3.5 Sense of Rotation: Anticlockwise in flight direction

or

- 7.4.1 Model: Z – 42.6413
- 7.4.2 Type Certificate: No. 70-07 issued by CAA CZ
- 7.4.3 Number of blades: 2
- 7.4.4 Diameter: 2 050 mm
- 7.4.5 Sense of Rotation: Anticlockwise in flight direction

## 8. Fluids:

- 8.1 Fuel: Non-ethylated aviation gasoline with min. 72 ÷ 87 octanes. Application of ethylated fuels is only

permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.

Recommended kinds of fuel:

LBZ 72

LBZ 83

8.2 Oil:

For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.

Recommended kinds of oil:

MS 20

AERO-SHELL W100

AERO-SHELL W120 in tropical climates.

8.3 Coolant:

None

9. Fluid capacities:

9.1 Fuel:

Total: for category A, U: 100 litres  
for category N: 170 litres

Usable: for category A, U: 98 litres  
for category N: 168 litres

2 x 45 litres in main tanks

3 litres in connecting tank

7 litres in gravity tank

2 x 35 litres in auxiliary wing tip tanks

9.2 Oil:

Minimum 7 litres – Maximum 11 litres

9.3 Coolant system

None

capacity:

10. Air Speeds:

Never Exceed Speed Limit  $V_{NE}$  320 km/h IAS

Normal Operating Speed

Limit  $V_{NO}$  212 km/h IAS

11. Maximum Operating  
Altitude:

4 750 m

12. Allweather Operations  
Capability:

The aircraft is approved for VFR Day flights.

13. Maximum Weights:

Max. Take-off and Landing weight:

- For category Aerobatic (A) 910 kg

- For category Utility (U) 935 kg

- For category Normal (N) 975 kg

Maximum Variable Load:

- For category Aerobatic (A) 177 kg
- For category Utility (U) 202 kg
- For category Normal (N) 182 kg

14. Centre of Gravity Range: 18 ÷ 30 % MAC  
M.A.C. is 1 545 mm;  
0 % M.A.C. is 621 mm aft reference datum.
15. Datum: The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:
- |                      |               |                    |
|----------------------|---------------|--------------------|
| Elevator deflection  | up            | 25° ± 1°           |
|                      | down          | 20° ± 1°           |
| Elevator trim        | up            | 25° ± 2°           |
|                      | down          | 40° ± 2°           |
| Rudder deflection    | left an right | 28° ± 2°           |
| Rudder trim          | left          | 5° ± 1°            |
|                      | right         | 30° ± 2°           |
| Ailerons deflection  | up            | 108 mm (+5, -3) mm |
|                      | down          | 98 mm (+5, -3) mm  |
| Wing flaps position: | retracted     | 0°                 |
|                      | take-off      | 15°                |
|                      | landing       | 40° (+ 5°, - 3°)   |
17. Leveling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: ---
22. Wheels and Tyres: The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6,5 or MITAS 420x150-6,5 TL with tube 420x150;  
The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **HIV. Operating and Service Instructions**

1. Flight Manual:
  - In Czech language Letová příručka letounu s vrtulí Z 326, date of issue 1964 Směrnice pro pilota letounu Z 326 s vrtulí V 503
  - In English language Instruction for Pilot on the Use and Handling of the Z 326 Aircraft
  - In German language Anweisungen für den Flugzeug Führer über die Verwendung und Technik des Fliegens mit dem Flugzeug Z 326
2. Technical Manual:
  - In Czech language Technický popis a návod k obsluze letounu Z 326 – Speciál s vrtulí V 503
  - In English language Description of Aircraft Z 326 and Direction for its Operation
3. Repair Manual:
  - In Czech language Příručka pro generální opravu letounu Z 326, date of issue 1961
  - In English language Instruction Manual for Major Overhaul of Z 326 Aircraft, date of issue 1963 Instruction for Complete Overhauls and Minor Repairs of the Z 326 Tail Landing Gear.
4. Catalogue of spare parts:
  - In Czech language Trener Master Z 326 – Seznam náhradních součástí, date of issue 1963

#### **HV. Notes:**

Following Z 326 aircraft have been converted to the models:

Z 326 M	S/N: 301, 604, 606, 608 – 610, 612, 833;
Z 326 MF	S/N: 605, 861, 893;
Z 526	S/N: 869, 886, 890, 901, 916, 930, 932;
Z 526 A	S/N: 922;
Z 526 M	S/N: 909;
Z 526 ML	S/N: 921;
Z 526 F	S/N: 838

by the aircraft manufacturer.

## **SECTION I: Z 326 A**

### **I.I. General**

1. a) Type: Z 26  
b) Model: Z 326 A
2. Airworthiness category: Aerobatic (A)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Strojírny první pětiletky, n. p.  
Kunovice, závod Moravan Otrokovice  
CZECHOSLOVAKIA  
S/N: 531, 551 – 555, 581 – 586, 596 – 599
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: December 30, 1960
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. č.j. 8061/60.

### **I.II. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschrifted für Flugzeuge, Kat. K 5  
British Civil Airworthiness Requirements, Cat. D
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: None

9. EASA Environmental Standards: ICAO Annex 16, Volume I, Chapter 10

### **I.III. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 326 A, No. S-A 326.000.
2. Description: The Z 326 A aircraft is one-seat, low wing, single-engine monoplane.
3. Equipment: Approved equipment list is stated in document Flight Manual Z 326 A.
4. Dimensions:
- |            |                       |                         |
|------------|-----------------------|-------------------------|
| Wing       | 10.596 m              | without auxiliary tanks |
| Span:      | 10.850 m              | with auxiliary tank     |
|            | 7.820 m               |                         |
| Length:    | 2.060 m               |                         |
| Height:    | 15.451 m <sup>2</sup> |                         |
| Wing Area: |                       |                         |
5. Engine:
- 5.1 Model: Walter Minor 6-III.
- 5.1 Type Certificate: č.j. 132/2-L/6A-a.i.-1947
- 5.1 Limitations:
- |                       |                 |
|-----------------------|-----------------|
| Max. Continuous power |                 |
| Max. Power            | 118 kW (160 HP) |
| Max. Engine speed     | 2 500 RPM       |
| Max. Consumption      | 54 l/h          |
| Max. Cruising power   |                 |
| Max. Power            | 92 kW (125 HP)  |
| Max. Engine speed     | 2 300 RPM       |
| Max. Consumption      | 36 l/h          |
6. Load factors:
- |                            |                |
|----------------------------|----------------|
| For category Aerobatic (A) | +6.0 g; -3.0 g |
| For category Normal (N)    | +3.5 g; -1.0 g |
7. Propeller:
- 7.1 Model: Z – 326.641
- 7.2 Type Certificate: č.j. 8061/60, December 30, 1960
- 7.3 Number of blades: 2
- 7.4 Diameter: 2 000 mm
- 7.5 Sense of Rotation: Anticlockwise in flight direction
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline with min. 72 ÷ 87 octanes. Application of ethylated fuels is only

permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.

- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.  
Recomended kinds of oil:  
MS 20  
AERO-SHELL W100  
AERO-SHELL W120 in tropical climates.
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: 80 litres  
Usable: 78 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank
- 9.2 Oil: Minimum 7 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds: Never Exceed Speed Limit  $V_{NE}$  320 km/h CAS  
Normal Operating Speed Limit  $V_{NO}$  212 km/h CAS
11. Maximum Operating Altitude: 5 200 m
12. Allweather Operations Capability: The aircraft is approved for VFR Day flights.
13. Maximum Weights: Max. Take-off and Landing weight:  
- For category Aerobatic (A) 790 kg  
- For category Normal (N) 850 kg  
Maximum Variable Load:  
- For category A, N 111 kg
14. Centre of Gravity Range: 18.6 ÷ 24.5 % MAC  
M.A.C. is 1 545 mm;  
0 % M.A.C. is 621 mm aft reference datum.
15. Datum: The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections: Elevator deflection up  $25^\circ \pm 1^\circ$

	down	$20^{\circ} \pm 1^{\circ}$
Elevator trim	up	$25^{\circ} \pm 2^{\circ}$
	down	$40^{\circ} \pm 2^{\circ}$
Rudder deflection	left an right	$28^{\circ} \pm 2^{\circ}$
Rudder trim	left	$5^{\circ} \pm 1^{\circ}$
	right	$30^{\circ} \pm 2^{\circ}$
Ailerons deflection	up	108 mm (+5, -3) mm
	down	98 mm (+5, -3) mm
Wing flaps position:	retracted	$0^{\circ}$
	take-off	$15^{\circ}$
	landing	$40^{\circ} (+ 5^{\circ}, - 3^{\circ})$

17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 1 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: Maximum is 34 kg
22. Wheels and Tyres: The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6,5 or MITAS 420x150-6,5 TL with tube 420x150;  
The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **I.IV. Operating and Service Instructions**

1. Flight Manual:
  - In Czech language Letová příručka letounu s vrtulí Z 326, date of issue 1964 Směrnice pro pilota letounu Z 326 s vrtulí V 503
  - In English language Instruction for Pilot on the Use and Handling of the Z 326 Aircraft
  - In German language Anweisungen für den Flugzeug Führer über die Verwendung und Technik des Fliegens mit dem Flugzeug Z 326
2. Technical Manual:
  - In Czech language Technický popis a návod k obsluze letounu Z 326 – Speciál s vrtulí V 503
  - In English language Description of Aircraft Z 326 and Direction for its Operation
3. Repair Manual:
  - In Czech language Příručka pro generální opravu letounu Z 326, date of issue 1961
  - In English language Instruction Manual for Major Overhaul of Z 326 Aircraft, date of issue 1963 Instruction for Complete Overhauls and Minor Repairs of the Z 326 Tail Landing Gear.
4. Catalogue of spare parts:
  - In Czech language Trener Master Z 326 – Seznam náhradních součástí, date of issue 1963

#### **I.V. Notes:**

None

## **SECTION J: Z 326 M**

### **Jl. General**

1. a) Type: Z 26  
b) Model: Z 326 M
2. Airworthiness category: Utility (U)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Gottwaldov – Otrokovice  
CZECHOSLOVAKIA  
S/N: see Z 326 aircraft
5. Certification Application ---  
Date:
6. CAA CZ Type Certificate February 5, 1976  
Date:
7. The EASA Type Certificate replaces the CAA CZ Type Certificate Supplement No. 4 from date 13.10.1959 (č.j. 2417/59)

### **Jll. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschrifted für Flugzeuge, Kat. K 5  
British Civil Airworthiness Requirements, Cat. D
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| 8. EASA Equivalent Safety Findings: | None                                |
| 9. EASA Environmental Standards:    | ICAO Annex 16, Volume I, Chapter 10 |

### **JIII. Technical Characteristics and Operational Limitations**

- |                            |   |  |
|----------------------------|---|--|
| 1. Type Design Definition: | The specification list of aircraft Z 326 M – conversion Z 326 to Z 326 M aircraft, No. S-M 326.000.   |  |
| 2. Description:            | The Z 326 M aircraft is two-seat, low wing, single-engine monoplane.  |  |
| 3. Equipment:              | Approved equipment list is stated in document Maintenance Manual ZLIN 326 M, MS.  |  |
| 4. Dimensions:             | Wing Span: 10.596 m<br>Length: 7.820 m<br>Height: 2.060 m<br>Wing Area: 15.451 m <sup>2</sup>   |  |
| 5. Engine:                 |   |  |
| 5.1 Model:                 | M 137 A   |  |
| 5.2 Type Certificate:      | No. 96-01 issued by CAA CZ  |  |
| 5.3 Limitations:           | Max. Take off power (max. 5 min.)<br>Max. Power 132 kW (180 HP)<br>Max. Engine speed 2 750 RPM<br>Max. Consumption 61 l/h<br>Max. Manifold pressure 100 ±2 kPa<br><br>Max. Continuous power<br>Max. Power 118 kW (160 HP)<br>Max. Engine speed 2 680 RPM<br>Max. Consumption 52 l/h<br>Max. Manifold pressure 95 kPa ±2 kPa<br><br>Max. Cruising power<br>Max. Power 103 kW (140 HP)<br>Max. Engine speed 2 580 RPM<br>Max. Consumption 45 l/h<br>Max. Manifold pressure 87 kPa |  |
| 6. Load factors:           | For category Utility (U) +5.5 g; -3.0 g<br>For category Normal (N) +3.5 g; -1.0 g   |  |
| 7. Propellers:             |   |  |

7.1.1 Model: Z 42.6411  
7.1.2 Type Certificate: No. 70-06 issued by CAA CZ  
7.1.3 Number of blades: 2  
7.1.4 Diameter: 2 050 mm  
7.1.5 Sense of Rotation: Anticlockwise in flight direction  
or

7.2.1 Model: Z 42.6413  
7.2.2 Type Certificate: No. 70-07 issued by CAA CZ  
7.2.3 Number of blades: 2  
7.2.4 Diameter: 2 050 mm  
7.2.5 Sense of Rotation: Anticlockwise in flight direction  
or

7.3.1 Model: V 503  
7.3.2 Type Certificate: No. 64 002 issued by CAA CZ  
7.3.3 Number of blades: 2  
7.3.4 Diameter: 1 950 mm  
7.3.5 Sense of Rotation: Anticlockwise in flight direction  
or

7.4.1 Model: V 503 A  
7.4.2 Type Certificate: No. 69-02 issued by CAA CZ  
7.4.3 Number of blades: 2  
7.4.4 Diameter: 2 000 mm  
7.4.5 Sense of Rotation: Anticlockwise in flight direction

8. Fluids:

8.1 Fuel: Non-ethylated aviation gasoline with min. 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not

exceed the value of 0.06 % vol.

Recommended kinds of fuel:

LBZ 72

LBZ 78

LBE 80

LBE 87

SHELL 80

ESSO 80

100L

Grade 100/130.

8.2 Oil:

For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.

Recommended kinds of oil:

MS 20

AERO-SHELL W100

AERO-SHELL W120

ELF AD-100.

8.3 Coolant:

None

9. Fluid capacities:

9.1 Fuel:

Total: for category U: 100 litres  
for category N: 170 litres

Usable: for category U: 98 litres  
for category N: 168 litres

2 x 45 litres in main tanks

3 litres in connecting tank

7 litres in gravity tank

2 x 35 litres in auxiliary wing tip tanks

9.2 Oil:

Minimum 7 litres – Maximum 11 litres

9.3 Coolant system

None

capacity:

10. Air Speeds:

Never Exceed Speed Limit  $V_{NE}$   
308 km/h IAS

Normal Operating Speed Limit  $V_{NO}$   
222 km/h IAS

Design Manoeuvring Speed Limit  $V_A$   
222 km/h IAS

Maximum Flaps Extended Speed Limit  $V_{FE}$   
140 km/h IAS

11. Maximum Operating  
Altitude:

4 750 m

12. Allweather Operations Capability: The aircraft is approved for VFR Day flights.
13. Maximum Weights: Max. Take-off and Landing weight:  
- For category Utility (U) 910 kg  
- For category Normal (N) 975 kg
- Maximum Variable Load:  
- For category Utility (U): pilot 77 kg  
person, cargo 85 kg  
- For category Normal (N): pilot 77 kg  
person, cargo 90 kg
14. Centre of Gravity Range: 18 ÷ 30 % MAC  
M.A.C. is 1 545 mm; 0 % M.A.C. is 616 mm aft reference datum.
15. Datum: The rear part of firewall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:
- |                      |               |                    |
|----------------------|---------------|--------------------|
| Elevator deflection  | up            | 25° ± 1°           |
|                      | down          | 20° ± 1°           |
| Elevator trim        | up            | 25° ± 2°           |
|                      | down          | 40° ± 2°           |
| Rudder deflection    | left an right | 28° ± 2°           |
| Rudder trim          | left          | 5° ± 1°            |
|                      | right         | 30° ± 2°           |
| Ailerons deflection  | up            | 108 mm (+5, -3) mm |
|                      | down          | 98 mm (+5, -3) mm  |
| Wing flaps position: | retracted     | 0°                 |
|                      | take-off      | 15°                |
|                      | landing       | 40° (+ 5°, - 3°)   |
17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: For category Utility (U): 85 kg  
For category Normal (N): 90 kg



## **SECTION K: Z 526**

### **KI. General**

1. a) Type: Z 26  
b) Model: Z 526
2. Airworthiness category: Aerobatic (A)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT a.s.  
Olivova 4/2096  
110 00 Praha 1  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 1006-1015, 1021-1025, 1031-1035,  
1046-1066, 1068-1074, 1077-1088
5. Certification Application ---  
Date:
6. CAA CZ Type Certificate April 26, 1966  
Date:
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 1617/66,  
Supplement No. 2.

### **KII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, Kat. K;  
British Civil Airworthiness Requirements, Cat. D,  
AIR 2052, effective November 7, 1968
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| 8. EASA Equivalent Safety Findings: | None                                |
| 9. EASA Environmental Standards:    | ICAO Annex 16, Volume I, Chapter 10 |

### **KIII. Technical Characteristics and Operational Limitations**

- |                            |  |                       |                         |
|----------------------------|--|-----------------------|-------------------------|
| 1. Type Design Definition: | The specification list of Z 526 aircraft, No. S-Z 526.000.   |                       |                         |
| 2. Description:            | The Z 526 aircraft is two-seat, low wing, single-engine, monoplane.  |                       |                         |
| 3. Equipment:              | Approved equipment list is stated in document Technical Description, Operation Instruction for Z 526 Aircraft. |                       |                         |
| 4. Dimensions:             | Wing Span:   | 10.845 m              | with auxiliary tanks    |
|                            |  | 10.596 m              | without auxiliary tanks |
|                            | Length:  | 8.000 m               |                         |
|                            | Height:  | 2.060 m               |                         |
|                            | Wing Area:   | 15.450 m <sup>2</sup> |                         |
| 5. Engine:                 |  |                       |                         |
| 5.1 Model:                 | Walter Minor 6-III   |                       |                         |
| 5.2 Type Certificate:      | Č.j. 132/2-L/6A-a.i.-1947  |                       |                         |
| 5.3 Limitations:           | Max. Continuous power  |                       |                         |
|                            | Max. Power   | 118 kW                | (160 HP)                |
|                            | Max. Engine speed  | 2 500 RPM             |                         |
|                            | Max. Consumption   | 53 l/h                |                         |
|                            | Max. Cruising power  |                       |                         |
|                            | Max. Power   | 92 kW                 | (125 HP)                |
|                            | Max. Engine speed  | 2 300 RPM             |                         |
|                            | Max. Consumption   | 38 l/h                |                         |
| 6. Load factors:           | For category Aerobatic (A)   | +6 g,                 | -3 g                    |
|                            | For category Normal (N)  | +3.5 g,               | -1 g                    |
| 7. Propeller:              |  |                       |                         |
| 7.1 Model:                 | V 503  |                       |                         |
| 7.2 Type Certificate:      | No. 64 002 issued by CAA CZ  |                       |                         |
| 7.3 Number of blades:      | 2  |                       |                         |

- 7.4 Diameter: 1 950 mm
- 7.5 Sense of Rotation: Anticlockwise in flight direction
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes (for example LBE 72 or LBE 83). Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06 % vol.
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C. Recommended kinds of oil:  
MS20-GOST 1013-49  
ELF AD-100  
AERO-SHELL W100  
AERO-SHELL W120
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: for category A: 100 litres  
for category N: 170 litres  
Usable: for category A: 98 litres  
for category N: 168 litres  
2 x 45 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank  
2 x 35 litres in auxiliary wing tip tanks
- 9.2 Oil: Minimum 9 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds:
- |                                    |                          |
|------------------------------------|--------------------------|
| Never Exceed Speed Limit           | $V_{NE}$ 292 km/h IAS    |
| Normal Operating Speed Limit       | $V_{NO}$<br>234 km/h IAS |
| Design Manoeuvring Speed Limit     | $V_A$<br>230 km/h IAS    |
| Maximum Flaps Extended Speed Limit | $V_{FE}$<br>140 km/h IAS |
11. Maximum Operating 5 000 m

Altitude:

12. Allweather Operations  
Capability:

The aircraft is approved for VFR Day flights.

13. Maximum Weights:

Max. Take-off and Landing weight:

- For category Aerobatic (A)	940 kg
- For category Normal (N)	975 kg

Maximum Variable Load:

- For category Aerobatic (A)	192 kg
- For category Normal (N)	166 kg

14. Centre of Gravity Range:

17 % ÷ 27.4 % MAC  
M.A.C. is 1 545 mm; 0 % M.A.C. is 616 mm aft  
reference datum.

15. Datum:

The rear part of fire wall; from it are measured, for  
purpose of assignation of Gravity Centre, all lateral  
dimensions.

16. Control surface deflections:

Elevator deflection	up	25° ± 1°
	down	20° ± 1°
Elevator trim	up	25° ± 2°
	down	40° ± 2°
Rudder deflection	left an right	28° ± 2°
Rudder trim	left	5° ± 1°
	right	30° ± 2°
Ailerons deflection	up	108 mm (+5, -3) mm
	down	98 mm (+5, -3) mm
Wing flaps position:	retracted	0°
	take-off	15°
	landing	40° (+ 5°, - 3°)

17. Levelling Means:

Levelling points on left and right side of airplane  
fuselage to be levelled. Measurement plane to be  
min. 850 mm below.

18. Minimum Flight Crew:

1 (Pilot)

19. Maximum Passenger  
Seating Capacity:

2 (including crew)

20. (Reserved)

21. Baggage/Cargo  
Compartments:

Maximum 17 kg

22. Wheels and Tyres:

The wheels K 12-0100.00 or K 420.1-00 of main

gear with tyre BARUM or MITAS 420x150-6.5 or  
MITAS 420x150-6.5 TL with tube 420x150;

The wheels K 13-0000.00 or K 34-990 of tail gear  
with tyre BARUM or MITAS 260x85-4 with tube  
260x85.

#### **KIV. Operating and Service Instructions**

##### 1. Flight manual:

- In Czech language                      Letová příručka školního a akrobatického letounu  
Z 526 – Z 526 A.  
  
Směrnice pro pilota. Použití a technika pilotáže letounů  
TRENER typů Z 526 a Z 526 A.
- In English language                      Instruction for Pilot on the Use and Handling of the  
Training and Acrobatic Z 526 and Z 526 A Aircraft,  
date of issue 1966
- In German language                      Handbuch für den Flugzeugführer zum Schulungs  
und kunstflugzeuges Z 526 – Z 526 A,  
date of issue 1966

##### 2. Description – Operation – Maintenance:

- In Czech language                      Technický popis a návod k obsluze letounu  
Z 526 – Z 526 A
- In English language                      Technical Description, Operation Instruction for  
Z 526 – Z 526 A Aircrafts, date of issue 1966
- In German language                      Technische Beschreibung und Bedienungsanleitung  
zum Flugzeug Z 526 – Z 526 A, date of issue 1966

##### 3. Overhaul Manual:

- In English language                      Major Overhaul of Z 526 – Z 526 A Aircraft,  
date of issue 1969

##### 4. Catalogue of spare parts:

- In Czech, English, German language  
  
Trenner Master Z 526 Katalog, date of issue 1967

#### **KV. Notes:**

Following Z 526 aircraft have been converted to the model:

Z 326                      S/N: 909, 1008

Z 526 F                      S/N: 1071

Z 526 M                      S/N: 1021, 1023, 1031-1033, 1053, 1068, 1077, 1088

Z 726                      S/N: 1069

by the aircraft manufacturer.

## **SECTION L: Z 526 A**

### **LI. General**

- |  |  |
|--|--|
| 1. a) Type:  | Z 26   |
| b) Model:  | Z 526 A  |
| 2. Airworthiness category:   | Aerobatic (A)<br>Normal (N)  |
| 3. Type Certificate Holder:  | ZLIN AIRCRAFT A.S.<br>Letiště 1578<br><br>765 81 Otrokovice<br>Czech Republic                    |
| 4. Manufacturer:   | Moravan, n. p.<br>Otrokovice<br>CZECHOSLOVAKIA<br><br>S/N: 1001-1005, 1016-1020, 1036-1045, 1067 |
| 5. Certification Application   | ---  |
| Date:  |  |
| 6. CAA CZ Type Certificate   | April 26, 1966   |
| Date:  |  |
| 7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 1617/66, Supplement No. 2. |  |

### **LII. Certification Basis**

- |  |  |
|--|--|
| 1. Reference Date for determining the applicable requirements: | ---  |
| 2. (Reserved)  |  |
| 3. (Reserved)  |  |
| 4. Airworthiness Requirements:                                 | Bauvorschriften für Flugzeuge, Kat. K;<br>British Civil Airworthiness Requirements, Cat. D |
| 5. Requirements elected to comply:                             | None   |
| 6. EASA Special Conditions:                                    | None   |
| 7. EASA Exemptions:  | None   |
| 8. EASA Equivalent Safety                                      | None   |

Findings:

9. EASA Environmental Standards: ICAO Annex 16, Volume I, Chapter 10

**LIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of Z 526 A aircraft, No. S-A 526.000.
2. Description: The Z 526 A aircraft is one-seat, low wing, single-engine, monoplane.
3. Equipment: Approved equipment list is stated in document Technical Description, Operation Instruction for Z 526 – Z 526 A Aircraft.
4. Dimensions: Wing Span: 10.845 m with auxiliary tanks  
10.596 m without auxiliary tanks  
Length: 8.000 m  
Height: 1.950 m  
Wing Area: 15.450 m<sup>2</sup>
5. Engine:
- 5.1 Model: Walter Minor 6-III
- 5.2 Type Certificate: Č.j. 132/2-L/6A-a.i.-1947
- 5.3 Limitations:
- |                       |                 |
|-----------------------|-----------------|
| Max. Continuous power |                 |
| Max. Power            | 118 kW (160 HP) |
| Max. Engine speed     | 2 500 RPM       |
| Max. Consumption      | 53 l/h          |
| Max. Cruising power   |                 |
| Max. Power            | 92 kW (125 HP)  |
| Max. Engine speed     | 2 300 RPM       |
| Max. Consumption      | 38 l/h          |
6. Load factors: For category Aerobatic (A) + 6.0 g, - 3.0 g  
For category Normal (N) + 3.5 g, - 1.0 g
7. Propeller:
- 7.1 Model: V 503
- 7.2 Type Certificate: No. 64002 issued by CAA CZ
- 7.3 Number of blades: 2
- 7.4 Diameter: 1 950 mm

- 7.5 Sense of Rotation: Anticlockwise in flight direction
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with min. 72 octanes (for example LBE 72 or LBE 83). Application of ethylated fuels is only permitted in case, the T.E.L. content does not exceed the value of 0.06 % vol.
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C. Recommended kinds of oil:  
MS20-GOST 1013-49  
ELF AD-100  
AERO-SHELL W100  
AERO-SHELL W120
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: for category A: 80 litres  
for category N: 150 litres  
Usable: for category A: 78 litres  
for category N: 148 litres  
2 x 35 litres in main tanks  
3 litres in connecting tank  
7 litres in gravity tank  
2 x 35 litres in auxiliary wing tip tanks
- 9.2 Oil: Minimum 9 litres – Maximum 11 litres
- 9.3 Coolant system capacity: None
10. Air Speeds:
- |                                    |                          |
|------------------------------------|--------------------------|
| Never Exceed Speed Limit           | $V_{NE}$ 292 km/h IAS    |
| Normal Operating Speed Limit       | $V_{NO}$<br>236 km/h IAS |
| Design Manoeuvring Speed Limit     | $V_A$<br>230 km/h IAS    |
| Maximum Flaps Extended Speed Limit | $V_{FE}$<br>140 km/h IAS |
11. Maximum Operating Altitude: 6 000 m
12. Allweather Operations Capability: The aircraft is approved for VFR Day flights.

13. Maximum Weights: Max. Take-off and Landing weight:
- For category Aerobatic (A) 850 kg
  - For category Normal (N) 910 kg
- Maximum Variable Load:
- For category Aerobatic (A) 142 kg
  - For category Normal (N) 131 kg
14. Centre of Gravity Range: 17 % ÷ 29 % MAC  
M.A.C. is 1 545 mm; 0 % M.A.C. is 621 mm aft reference datum.
15. Datum: The rear part of fire wall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:
- |                      |               |                    |
|----------------------|---------------|--------------------|
| Elevator deflection  | up            | 28° ± 1°           |
|                      | down          | 24° ± 1°           |
| Elevator trim        | up            | 25° ± 2°           |
|                      | down          | 35° ± 2°           |
| Rudder deflection    | left an right | 30° ± 2°           |
| Rudder trim          | left          | 5° ± 1°            |
|                      | right         | 30° ± 2°           |
| Ailerons deflection  | up            | 112 mm (+5, -3) mm |
|                      | down          | 108 mm (+5, -3) mm |
| Wing flaps position: | retracted     | 0°                 |
|                      | take-off      | 15°                |
|                      | landing       | 40° (+ 5°, - 3°)   |
17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 1 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: Maximum 17 kg
22. Wheels and Tyres: The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;  
The wheels K 13-0000.00 or K 34-990 of tail gear



## **SECTION M: Z 526 F**

### **MI. General**

1. a) Type: Z 26  
b) Model: Z 526 F
2. Airworthiness category: Aerobatic (A)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 1075-1076, 1089-1100, 1102-1117, 1119,  
1121-1124, 1128, 1146-1159, 1161-1185,  
1231-1300, 1311-1325
5. Certification Application ---  
Date:
6. CAA CZ Type Certificate October 14, 1969  
Date:
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 69-04.

### **MII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: FAR PART 23 effective March 14, 1969
5. Requirements elected to comply: None
6. EASA Special Conditions: None

7. EASA Exemptions: None
8. EASA Equivalent Safety Findings:
- § 23.177(a)(2), (3) – In aerobatic (without auxiliary wing tip tanks) there is no tendency to raise the low wing in a slip. This deviation is admitted with regard to the purpose of the aircraft (aerobatic flying) and to the operational experience. It is possible to ensure the fulfilment of the requirement by the installation of the spring device, which the manufacturer delivers on request. In normal category, there is no deviation the requirement is met.
- § 23.207 – The requirement of “clear and distinct stall warning” is not met in aerobatic category in case of wing stalling with power and in turning flight stalls in normal category in all conditions. The deviation is admitted with regard to the operational experience.
- § 23.613(c) – In the design and the construction of the airplane the Czechoslovak material standards (ČSN) and the specifications being in force for the Czechoslovak aircraft industry have been used. The deviation is admitted because the intent of the requirement is fulfilled.
- § 23.781 – The shape of the flaps and landing gear control knobs does not meet the requirement. The deviation is admitted with regard to the location and the sense of movement of these controls, which ensure the same level of safety.
- § 23.955 – The requirement of the fuel flow rate delivered by the fuel pump system to the engine is not met. The deviation is admitted with regard to the fact that the fuel flow is throttled by the valve LUN 7520.02 and is by 50 % higher than the take-off consumption of the engine.
- § 23.991(b) – The aircraft is not equipped with emergency pump for fuel supply resume into the engine in case of main fuel pump failure. It is admitted with regard to the fact that: The engine is equipped with high-pressure injector, which is joined with low-pressure supply fuel pump into one aggregate. Any pertinent failure of this aggregate would cause contemporaneous breakdown of supply pump and injector. In that case, no emergency pump could ensure fuel supply and distribution to finish the flight without excessive efforts and attention distraction of the pilot. No failure of the low-pressure supply fuel pump has

occurred yet and its occurrence is extremely improbable.

§ 23.1145 – The requirement of means to prevent the inadvertent operation of ignition switches is not met. The deviation is admitted with regard to the location and the shape of the switch.

§ 23.1183(a) – The requirement of the fire resistancy of the lines (hoses) is not met.

§ 23.1191(g) – The requirement of the resistance of fittings against the flame penetration is not met. The deviation is admitted with regard to the operation experience.

§ 23.1337(b) – The LUN 1600 indicator does not meet the requirement of the calibration of the fuel quantity indicator in gallons or pounds, where the calibration in litres is used. The deviation is admitted because the intent of the requirement is fulfilled and safety level is not affected.

§ 23.1357(d) – The requirement of the battery circuit breaker resetting is not met. The deviation is admitted with regard to the operational experience.

§ 23.1389, § 23.1391, § 23.1393, § 23.1395 and §23.1397 – Requirements concerning the location and intensities of position lights are not met. This is admitted because the airplane is certified for VFR-DAY flights and the position lights are fitted only for the facilitation of the manoeuvring the plane on the ground.

9. EASA Environmental Standards:

ICAO Annex 16, Volume I, Chapter 10

**MIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of aircraft Z 526 F  
No. S-F 526.000 (up to 22nd series including)  
No. S-F 526.000.1 (from 23rd series)
2. Description: The Z 526 F aircraft is two-seat, low wing, single-engine, cantilever monoplane.
3. Equipment: Approved equipment list is stated in document Description, Operation, Maintenance ZLIN 526 F, Chapter 10.
4. Dimensions:  
Wing Span: 10.596 m  
Length: 8.000 m  
Height: 2.060 m  
Wing Area: 15.450 m<sup>2</sup>

## 5. Engine:

- 5.1 Model: M 137 A
- 5.2 Type Certificate: No. 69-01 issued by CAA CZ
- 5.3 Limitations:
- |                        |                |
|------------------------|----------------|
| Max. Take-off power    |                |
| Max. Power             | 132 kW (180 k) |
| Max. Engine speed      | 2 750 RPM      |
| Max. Consumption       | 59 l/h         |
| Max. Manifold pressure | 100 kPa        |
| Max. Continuous power  |                |
| Max. Power             | 118 kW (160 k) |
| Max. Engine speed      | 2 680 RPM      |
| Max. Consumption       | 52 l/h         |
| Max. Manifold pressure | 95 kPa         |
| Max. Cruising power    |                |
| Max. Power             | 103 kW (140 k) |
| Max. Engine speed      | 2 580 RPM      |
| Max. Consumption       | 44 l/h         |
| Max. Manifold pressure | 88 kPa         |
6. Load factors:
- |                            |         |        |
|----------------------------|---------|--------|
| For category Aerobatic (A) | +6.0 g, | -3.0 g |
| For category Normal (N)    | +3.8 g, | -1.5 g |

## 7. Propeller:

- 7.1 Model: V 503 A
- 7.2 Type Certificate: No. 69-02 issued by CAA CZ
- 7.3 Number of blades: 2
- 7.4 Diameter: 2 000 mm
- 7.5 Sense of Rotation: Anticlockwise in flight direction

## 8. Fluids:

- 8.1 Fuel:
- LBZ 78  
SHELL 80  
ESSO 80 (TEO max. 0.06 % objemu)  
Grade 100/130 (TEO max. 0.06% objemu)  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90ASTM D910).  
AVGAS 100 L  
AVGAS 80  
(See service instruction of Engine manufacturer)
- 8.2 Oil:
- AEROSHELL Oil W 100  
AEROSHELL Oil W 120

ELF Aviation AD 100  
MOBIL Aero Oil 100

BP Aero D 100  
CASTROL Aero AD 100  
TOTAL Aero D 100

8.3 Coolant: None

9. Fluid capacities:

9.1 Fuel: Total: for category A: 95.5 litres  
for category N: 165.5 litres

Usable: for category A: 93 litres  
for category N: 163 litres

2 x 45 litres in main tanks  
5.5 litres in connecting tank  
2 x 35 litres in auxiliary wing tip tanks

9.2 Oil: Minimum 9 litres – Maximum 14 litres

9.3 Coolant system  
capacity: None

10. Air Speeds:

Never Exceed Speed Limit	$V_{NE}$ 305 km/h IAS
Normal Operating Speed Limit	$V_{NO}$ 230 km/h IAS
Design Manoeuvring Speed Limit	$V_A$ 230 km/h IAS
Maximum Flaps Extended Speed Limit	$V_{FE}$ 152 km/h IAS
Maximum Landing Gear Operating Speed	$V_{LO}$ 140 km/h IAS

11. Maximum Operating  
Altitude: 5 200 m

12. Allweather Operations  
Capability: The aircraft is approved for VFR Day flights.

13. Maximum Weights:

Max. Take-off and Landing weight:	
- For category Aerobatic (A)	940 kg
- For category Normal (N)	975 kg
Max. Variable Load:	
- For category Aerobatic (A)	192 kg
- For category Normal (N)	167 kg

14. Centre of Gravity Range: 20.4 % ÷ 27.4 % MAC  
M.A.C. is 1 545 mm; 0 % M.A.C. is 616 mm aft reference datum.
15. Datum: The rear part of fire wall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:
- |                      |               |                                   |
|----------------------|---------------|-----------------------------------|
| Elevator deflection  | up            | $25^\circ \pm 1^\circ$            |
|                      | down          | $20^\circ \pm 1^\circ$            |
| Elevator trim        | up            | $25^\circ \pm 2^\circ$            |
|                      | down          | $40^\circ \pm 2^\circ$            |
| Rudder deflection    | left an right | $28^\circ \pm 2^\circ$            |
|                      |               |                                   |
| Rudder trim          | left          | $5^\circ \pm 1^\circ$             |
|                      | right         | $30^\circ \pm 2^\circ$            |
| Ailerons deflection  | up            | 108 mm (+5, -3) mm                |
|                      | down          | 98 mm (+5, -3) mm                 |
| Wing flaps position: | retracted     | $0^\circ$                         |
|                      | take-off      | $15^\circ$                        |
|                      | landing       | $40^\circ (+ 5^\circ, - 3^\circ)$ |
17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: None
22. Wheels and Tyres: The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;  
The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.



## **SECTION N: Z 526 L**

### **NI. General**

1. a) Type: Z 26  
b) Model: Z 526 L
2. Airworthiness category: Aerobatic (A)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 1160
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: May 10, 1971
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 71-06.

### **NII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: FAR PART 23 effective March 14, 1969
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: § 23.177(a)(2)(3) – Good controllability of the aircraft.

§ 23.613(c), § 23.615 – The sense of requirement is met.

§ 23.781 – The same safety level is ensured.

§ 23.1183(a) – Operation experience.

§ 23.1337(b) – Fuel marking in litres does not affect the degree of safety.

§ 23.1357 – Good operation experience.

9. EASA Environmental Standards:

ICAO Annex 16, Volume I, Chapter 10

### **NIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of Z 526 L aircraft, No. S-L 526.000.
2. Description: The Z 526 L aircraft is two-seat, low wing, single-engine, monoplane.
3. Equipment: Approved equipment list is stated in document Technical description and Maintenance instructions Z 526 L aircraft, Chapter 10.
4. Dimensions:

Wing	10.596 m
Span:	7.650 m
Length:	2.060 m
Height:	15.450 m <sup>2</sup>
Wing Area:	
5. Engine:
  - 5.1 Model: TEXTRON Lycoming AIO – 360 – B1B
  - 5.2 Type Certificate: No. 1E10 issued by FAA
  - 5.3 Limitations:

Max. Take-off power (MT)	
Max. Power	149 kW (202 HP)
Max. Engine speed	2 750 RPM
Max. Consumption	61 l/h
Max. Manifold pressure	101 kPa
Max. Continuous Cruising power (75 % MC)	
Max. Power	112 kW (152 HP)
Max. Engine speed	2 450 RPM
Max. Consumption	46 l/h
Max. Manifold pressure	82 kPa

- Max. Economic Cruising power (65 % MC)  
Max. Power 97 kW (132 HP)  
Max. Engine speed 2 350 RPM  
Max. Consumption 36 l/h  
Max. Manifold pressure 78 kP
6. Load factors: For category Aerobatic (A) +6.0 g, -3.0 g  
For category Normal (N) +3.8 g, -1.5 g
7. Propeller:
- 7.1 Model: Hartzell HC-C2YK-4
- 7.2 Type Certificate: No. P-920 issued by FAA
- 7.3 Number of blades: 2
- 7.4 Diameter: 1 880 mm
- 7.5 Sense of Rotation: Clockwise in flight direction
8. Fluids:
- 8.1 Fuel: Aviation gasoline with min. 100/130 octanes.
- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residue does not exceed the value of 0.4.
- Recommended kinds of oil:  
MS20-GOST 1013-49  
ELF AD-100  
AERO-SHELL W100  
AERO-SHELL W120
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: for category A: 95.5 litres  
for category N: 165.5 litres  
Usable: for category A: 93 litres  
for category N: 163 litres  
2 x 45 litres in main tanks  
5.5 litres in connecting tank  
2 x 35 litres in auxiliary wing tip tanks
- 9.2 Oil: Minimum 9 litres – Maximum 11 litres

9.3	Coolant system capacity:	None	
10.	Air Speeds:	Never Exceed Speed Limit	$V_{NE}$
		category A	305 km/h IAS
		category N	269 km/h IAS
		Normal Operating Speed Limit	$V_{NO}$
		category A, N	230 km/h IAS
		Design Manoeuvring Speed Limit $V_A$	
		category A	230 km/h IAS
		category N	189 km/h IAS
		Maximum Flaps Extended Speed Limit $V_{FE}$	
		category A, N	148 km/h IAS
11.	Maximum Operating Altitude:	6 500 m	
12.	Allweather Operations Capability:	The aircraft is approved for VFR Day flights.	
13.	Maximum Weights:	Max. Take-off and Landing weight:	
		- For category Aerobatic (A)	940 kg
		- For category Normal (N)	975 kg
		Max. Variable Load:	
		- For category Aerobatic (A)	170 kg
		- For category Normal (N)	144 kg
14.	Centre of Gravity Range:	20.6 % ÷ 26.5 % MAC M.A.C. is 1 545 mm; 0 % M.A.C. is 616 mm aft reference datum.	
15.	Datum:	The rear part of fire wall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.	
16.	Control surface deflections:	Elevator deflection	up $25^\circ \pm 1^\circ$ down $20^\circ \pm 1^\circ$
		Elevator trim tab	up $25^\circ \pm 2^\circ$ down $40^\circ \pm 2^\circ$
		Rudder deflection	right and left $28^\circ \pm 2^\circ$
		Rudder trim tab	left $5^\circ \pm 1^\circ$ right $30^\circ \pm 2^\circ$
		Ailerons deflection	up 108 mm (+ 5/-3) mm down 98 mm (+ 5/-3) mm

- |  |                      |           |                 |
|--|----------------------|-----------|-----------------|
|  | Wing flaps positions | retracted | 0°              |
|  |                      | take-off  | 15°             |
|  |                      | landing   | 40° (+ 5°, -3°) |
17. Levelling Means: Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: Maximum 25 kg
22. Wheels and Tyres: The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;  
The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **NIV. Operating and Service Instructions**

1. Flight manual:
  - In English language Flight Manual Z 526 L
2. Description – Operation – Maintenance:
  - In English language Technical Description and Maintenance Instruction, ZLIN 526 L Aircraft, date of issue 1970
3. Overhaul Manual:
  - In English language Overhaul Manual Z 526 L, date of issue 1972
4. Catalogue of spare parts:
  - In Czech language Katalog ZLIN 526 L (Dodatek ke katalogu Z 526 F), date of issue 1972
  - English language Spare Parts Catalogue Z 526 L (Supplement of the Z 526 F Aircraft Catalogue), date of issue 1972
  - German language Ersatzeteilkatalog Z 526 L (Nachtrag zum Katalog des Flugzeugs Z 526 F), date of issue 1972

**NV. Notes:**

None

## **SECTION O: Z 526 AFS**

### **OI. General**

1. a) Type: Z 26  
b) Model: Z 526 AFS
2. Airworthiness category: Aerobatic (A)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 1126, 1201-1230, 1301-1310, 1326-1330
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: June 30, 1972
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 72-04.

### **OII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirement: FAR PART 23, Amdt. 23-9 included
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety § 23.177 – Requirements are met with except for flight characteristics at sideslips when aileron and

Findings:

rudder control forces are inexpressive and, in some cases, the tendency to raise the low wing is not demonstrated according to regulation requirement. It is admitted with regard to very good aircraft controllability, to the fact that uncontrollable tendencies do not occur and to the fact that the aircraft is aerobatic for which higher manoeuvrability is required.

§ 23.207 – Stall warning is inexpressive. It is admitted with regard to good flight characteristics at stall, to very good aircraft controllability and to the fact that dangerous tendencies do not occur.

§ 23.613(c), § 23.615 – Materials and design values used for aircraft design and construction comply with the Czechoslovak State Standard and specifications valid for the Czechoslovak aviation industry. It is admitted with regard to the fact that the requirement sense is met.

§ 23.729(f)(1) – A warning device is not used. It is admitted with regard to the fact that the aircraft is intended for aerobatic flying only.

§ 23.991(b) – The aircraft is not equipped with emergency pump for fuel supply recovery in case of main fuel pump failure. It is admitted with regard to these reasons:

- The engine is equipped with high-pressure pump, which is joined with low-pressure pump to a single aggregate. A failure of this aggregate could cause contemporaneous break of fuel supply by both supply and injection pumps. In such case no emergency pump could ensure sufficient fuel supply to finish the flight without abnormal pilot's skills or effort. A failure of low-pressure pump has not been occurred yet and its occurrence is extremely improbable.

§ 23.1183(a) – Requirement for hoses fire resistance is not met.

§ 23.1357(d) – Requirement for battery circuit breaker during flight is not met. It is admitted with regard to operation experiences.

9. EASA Environmental  
Standards:

ICAO Annex 16, Volume I, Chapter 10

### **OIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of Z 526 AFS aircraft, No. S-AFS 526.000
2. Description: The Z 526 AFS Aircraft is one-seat, low wing, single-engine, cantilever monoplane.
3. Equipment: Approved equipment list is stated in document Description, Operation, Maintenance ZLIN 526 AFS, Section 10.
4. Dimensions:

Wing Span:	8.840 m
Length:	7.806 m
Height:	1.900 m
Wing Area:	13.810 m <sup>2</sup>
5. Engine:
  - 5.1 Model: M 137 A
  - 5.2 Type Certificate: No. 69-01 issued by CAA CZ
  - 5.3 Limitations:

Max. Take-off power	
Max. Power	132 kW (180 HP)
Max. Engine speed	2 750 RPM
Max. Consumption	59 l/h
Max. Manifold pressure	100 kPa
Max. Continuous power	
Max. Power	118 kW (160 HP)
Max. Engine speed	2 680 RPM
Max. Consumption	52 l/h
Max. Manifold pressure	95 kPa
Max. Cruising power	
Max. Power	103 kW (140 HP)
Max. Engine speed	2 580 RPM
Max. Consumption	44 l/h
Max. Manifold pressure	88 kPa
6. Load factors:

For category Aerobatic (A)	+ 7.0 g,	- 4.5 g
For category Normal (N)	+ 3.8 g,	- 1.5 g
7. Propeller:
  - 7.1 Model: V 503 A
  - 7.2 Type Certificate: No. 69-02 issued by CAA CZ
  - 7.3 Number of blades: 2
  - 7.4 Diameter: 2 000 mm

- 7.5 Sense of Rotation: Anticlockwise in flight direction
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline with minimum 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06% vol.  
BL 78  
BP 100L  
AVGAS 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with minimal kinematic viscosity of  $20 \text{ mm}^2 \text{ s}^{-1}$  at  $100^\circ\text{C}$ , which percentual carbon residue does not exceed the value of 0.29 %.  
MS 20 – Running in  
AEROSHELL Oil 100 – Running in  
Aeroshell W100  
Aeroshell W120 (in tropical climates)  
ELF Aviation AD 100  
BP Aero D 100  
TOTAL Aero D 100
- 8.3 Coolant: None
9. Fluids capacities:
- 9.1 Fuel: Total: for category A: 75.5 litres  
for category N: 145.5 litres  
Usable: for category A: 73 litres  
for category N: 143 litres  
2 x 35 litres in main tanks  
5.5 litres in connecting tank  
2 x 35 litres in auxiliary wing tip tanks
- 9.2 Oil: Minimum 7 litres – Maximum 14 litres
- 9.3 Coolant system capacity: None
10. Air Speeds:
- |                                 |                          |
|---------------------------------|--------------------------|
| Never Exceed Speed Limit        | $V_{NE}$<br>305 km/h IAS |
| Normal Operating Speed Limit    | $V_{NO}$<br>230 km/h IAS |
| Design Manoeuvring Speed Limit  | $V_A$<br>238 km/h IAS    |
| Maximum Open Landing Gear Speed | $V_{LE}$<br>180 km/h IAS |

	Maximum Landing Gear $V_{LO}$	
	Operating Speed	140 km/h IAS
	Maximum Permissible Snap	
	Maneuver speed	160 km/h IAS
11. Maximum Operating Altitude:	5 800 m	
12. Allweather Operations Capability:	The aircraft is approved for VFR Day flights.	
13. Maximum Weights:	Max. Take-off and landing weight:	
	- For category Aerobatic (A)	740 kg
	- For category Normal (N)	840 kg
	Max. Variable Load:	
	- For category Aerobatic (A)	70 kg
	- For category Normal (N)	83 kg
14. Centre of Gravity Range:	24.8 % – 31 % MAC M.A.C. is 1 609 mm; 0 % M.A.C. is 380 mm aft reference datum.	
15. Datum:	The rear part of fire wall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.	
16. Control surface deflections:	Elevator deflection	up 28° ± 2° down 24° ± 1°
	Elevator trim tab	up 25° ± 2° down 40° ± 2°
	Rudder deflection	right and left 30° ± 2°
	Rudder trim tab	left 5° ± 1° right 30° ± 2°
	Outside Aileron deflection	
	up	112 mm; (+ 5; - 3) mm
	down	108 mm; (+ 5; - 3) mm
	Inside aileron deflection	
	up	84 mm; (+ 5; - 3) mm
	down	81 mm; (+ 5; - 3) mm
17. Levelling Means:	Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.	
18. Minimum Flight Crew:	1 (Pilot)	
19. Maximum Passenger Seating Capacity:	1 (including crew)	

20. (Reserved)

21. Baggage/Cargo  
Compartments: None

22. Wheels and Tyres: The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;  
The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **OIV. Operating and Service Instructions**

1. Flight Manual:

- In Czech language Letová příručka ZLIN 526 AFS, date of issue 1971
- In English language Flight Manual ZLIN 526 AFS
- In German language Flugzeug – Betriebshandbuch ZLIN 526 AFS

2. Maintenance Manual:

- In Czech language Popis – obsluha – údržba ZLIN 526 AFS, date of issue 1972
- In English language Description – Operation – Maintenance ZLIN 526 AFS, date of issue 1972
- In Germany language Beschreibung – Bedienung – Instandhaltung ZLIN 526 AFS, date of issue 1972

3. Overhaul Manual:

- In Czech language Opravárenská příručka ZLIN 526 AFS (Dodatek k Opravárenské příručce Z 526 F), date of issue 1972
- In English language Overhaul Manual ZLIN 526 AFS (Supplement to Overhaul Manual of the Z 526 F Aircraft), date of issue 1972
- In German language Reparaturhandbuch ZLIN 526 AFS (Nachtrag zum Reparaturhanbuch Z 526 F), date of issue 1972

4. Illustrated Parts Catalogue:

- In Czech, German and English language, date of issue 1972  
Katalog Z 526 AFS (Dodatek ke katalogu Z 526 F)  
Ersatzteil Katalog (Nachtrag zum Katalog für das Fugzeug Z 526 F)  
Spare Parts Catalogue (Catalogue Supplement of the Z 526 F Aircraft)

5. Catalogue Supplement:

- In Czech, German and English language, issued 1973  
Dodatek ke katalogu pro Z 526 AFS

Nachtrag zum Katalog für das Flugzeug Z 526 AFS  
Supplement of the Z 526 AFS Catalogue

**OV. Notes:**

Following Z 526 AFS aircraft have been converted to the model:  
Z 526 AFS-V        S/N: 1213, 1218-1220, 1224, 1307  
by the aircraft manufacturer.

## **SECTION P: Z 526 AFS-V**

### **PI. General**

1. a) Type Z 26  
b) Model: Z 526 AFS-V
2. Airworthiness category: Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 1101
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: September 24, 1982
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 72-04, Supplement No. 2.

### **PII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: FAR PART 23, Amdt. 23-9 included
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None
8. EASA Equivalent Safety Findings: § 23.177 – Requirements are met with except for flight characteristics at sideslips when aileron and rudder control forces are inexpressive and, in

some cases, the tendency to raise the low wing is not demonstrated according to regulation requirement. It is admitted with regard to a very good aircraft controllability, to the fact that uncontrollable tendencies do not occur and to the fact that the aircraft is aerobatic, for which higher manoeuverability is required.

§ 23.207 – Stall warning is inexpressive. It is admitted with regard to good flight characteristics at stall, to very good aircraft controllability and to the fact that dangerous tendencies do not occur.

§ 23.613(c), § 23.615 – Materials and design values used for aircraft design and construction comply with the Czechoslovak State Standard and specifications valid for the Czechoslovak aviation industry. It is admitted with regard to the fact that the requirement sense is met.

§ 23.991(b) – The aircraft is not equipped with emergency pump for fuel supply recovery in case of main fuel pump failure. It is admitted with regard to these reasons:

- The engine is equipped with high-pressure pump, which is joined with low-pressure pump to a single aggregate. A failure of this aggregate could cause contemporaneous break of fuel supply by both supply and injection pumps. In such case, no emergency pump could ensure sufficient fuel supply to finish the flight without abnormal pilot's skills or effort. A failure of low-pressure pump has not been occurred yet and its occurrence is extremely improbable.

§ 23.1183(a) – Requirement for hoses fire resistance is not met.

§ 23.1357(d) – Requirement for battery circuit breaker during flight is not met. It is admitted with regard to operation experiences.

9. EASA Environmental  
Standards:

ICAO Annex 16, Volume I, Chapter 10

### **PIII. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of Z 526 AFS-V aircraft, No. S-AFS 526.000, AFN 526
2. Description: The Z 526 AFS-V aircraft is one-seat, low wing, single-engine, cantilever monoplane.
3. Equipment: Approved equipment list is stated in document Description, Operation, Maintenance ZLIN 526 AFS, Section 10.
4. Dimensions:

Wing Span:	8.840 m
Length:	7.806 m
Height:	1.900 m
Wing Area:	13.810 m <sup>2</sup>
5. Engine:
  - 5.1 Model: M 137 A
  - 5.2 Type Certificate: No. 69-01 issued by CAA CZ
  - 5.3 Limitations:

Max. Take-off power	
Max. Power	132 kW (180 HP)
Max. Engine speed	2 750 RPM
Max. Consumption	59 l/h
Max. Manifold pressure	100 kPa
Max. Continuous power	
Max. Power	118 kW (160 HP)
Max. Engine speed	2 680 RPM
Max. Consumption	52 l/h
Max. Manifold pressure	95 kPa
Max. Cruising power	
Max. Power	103 kW (140 HP)
Max. Engine speed	2 580 RPM
Max. Consumption	43 l/h
Max. Manifold pressure	87 kPa
6. Load factors: +3.8 g, -1.5 g
7. Propeller:
  - 7.1 Model: V 503 A
  - 7.2 Type Certificate: No. 69-02 issued by CAA CZ
  - 7.3 Number of blades: 2
  - 7.4 Diameter: 2 000 mm
  - 7.5 Sense of Rotation: Anticlockwise in flight direction

8. Fluids:

8.1 Fuel: Non-ethylated aviation gasoline, with minimum 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06% vol.  
BL 78  
BP 100L  
AVGAS 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)

8.2 Oil: For engine operation are recommended mineral oils with minimal kinematic viscosity of  $20 \text{ mm}^2 \text{ s}^{-1}$  at  $100^\circ\text{C}$ , which percentual carbon residue does not exceed the value of 0.29 %.  
MS 20 – Running in  
AEROSHELL Oil 100 – Running in  
Aeroshell W100  
Aeroshell W120 (in tropical climates)  
ELF Aviation AD 100  
BP Aero D 100  
TOTAL Aero D 100

8.3 Coolant: None

9. Fluid capacities:

9.1 Fuel: Total: 145.5 litres  
Usable: 143 litres  
2 x 35 litres in main tanks  
5.5 litres in connecting tank  
2 x 35 litres in auxiliary wing tip tanks

9.2 Oil: Minimum 7 litres – Maximum 14 litres

9.3 Coolant system capacity: None

10. Air Speeds:

Never Exceed Speed Limit	$V_{NE}$	305 km/h IAS
Normal Operating Speed Limit	$V_{NO}$	230 km/h IAS
Design Manoeuvring Speed Limit	$V_A$	238 km/h IAS
Maximum Open Landing Gear Speed	$V_{LE}$	180 km/h IAS
Maximum Landing Gear Operating Speed	$V_{LO}$	140 km/h IAS

11. Maximum Operating 5 800 m

Altitude:

12. Allweather Operations  
Capability:

The aircraft is approved for VFR Day flights.

13. Maximum Weights:

Max. Take-off and Landing weight: 840 kg

Max. Variable Load: 83 kg

14. Centre of Gravity Range:

24.8 % – 31 % MAC

M.A.C. is 1 609 mm; 0 % M.A.C. is 380 mm aft  
reference datum.

15. Datum:

The rear part of fire wall; from it are measured, for  
purpose of assignation of Gravity Centre, all lateral  
dimensions.

16. Control surface deflections:

Elevator deflection up 28° ± 2°

down 24° ± 1°

Elevator trim tab up 25° ± 2°

down 35° ± 2°

Rudder deflection right and left 30° ± 2°

Rudder trim tab left 5° ± 1°

right 30° ± 2°

Outside aileron deflection

up 112 mm; (+ 5; - 3) mm

down 108 mm; (+ 5; - 3) mm

Inside aileron deflection

up 84 mm; (+ 5; - 3) mm

down 81 mm; (+ 5; - 3) mm

Wing flaps position: retracted 0°

take-off 15°

landing 40° (+ 5°, - 3°)

17. Levelling Means:

Levelling points on left and right side of airplane  
fuselage to be levelled. Measurement plane to be  
min. 850 mm below.

18. Minimum Flight Crew:

1 (Pilot)

19. Maximum Passenger  
Seating Capacity:

1 (including crew)

20. (Reserved)

21. Baggage/Cargo  
Compartments:

None

22. Wheels and Tyres:

The wheels K 12-0100.00 or K 420.1-00 of main  
gear with tyre BARUM or MITAS 420x150-6.5 or  
MITAS 420x150-6.5 TL with tube 420x150;

The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **PIV. Operating and Service Instructions**

1. Flight Manual:
  - In Czech language Letová příručka ZLIN 526 AFS, date of issue 1971  
- Dodatek k Letové příručce Z 526 AFS-V,  
date of issue 1982
  - In English language Flight Manual ZLIN 526 AFS
  - In German language Flugzeug – Betriebshandbuch ZLIN 526 AFS
  
2. Maintenance Manual:
  - In Czech language Popis – obsluha – údržba ZLIN 526 AFS,  
date of issue 1972
  - In English language Description – Operation – Maintenance ZLIN 526 AFS,  
date of issue 1972
  - In Germany language Beschreibung – Bedienung – Instandhaltung ZLIN  
526 AFS, date of issue 1972
  
3. Overhaul Manual:
  - In Czech language Opravárenská příručka ZLIN 526 AFS (Dodatek  
k Opravárenské příručce Z 526 F), date of issue 1972
  - In English language Overhaul Manual ZLIN 526 AFS (Supplement to  
Overhaul Manual of the Z 526 F Aircraft),  
date of issue 1972
  - In German language Reparaturhandbuch ZLIN 526 AFS (Nachtrag zum  
Reparaturhanbuch Z 526 F), date of issue 1972
  
4. Illustrated Parts Catalogue:
  - In Czech, German and English language, date of issue 1972  
Katalog Z 526 AFS (Dodatek ke katalogu Z 526 F)  
Ersatzteil Katalog (Nachtrag zum Katalog für das  
Flugzeug Z 526 F)  
Spare Parts Catalogue (Catalogue Supplement of the  
Z 526 F Aircraft)
  
5. Catalogue Supplement:
  - In Czech, German and English language, issued 1973  
Dodatek ke katalogu pro Z 526 AFS  
Nachtrag zum Katalog für das Flugzeug Z 526 AFS  
Supplement of the Z 526 AFS Catalogue

#### **PV. Notes**

Z 526 AFS-V

None

## **SECTION R: Z 526 M**

### **RI. General**

1. a) Type: Z 26  
b) Model: Z 526 M
2. Airworthiness category: Utility (U)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: see Z 526 aircraft
5. Certification Application ---  
Date:
6. CAA CZ Type Certificate February 5, 1976  
Date:
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 2417/59,  
Supplement No. 5

### **RII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: Bauvorschriften für Flugzeuge, Kat. K;  
British Civil Airworthiness Requirements, Cat. D
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| 8. EASA Equivalent Safety Findings: | None                                |
| 9. EASA Environmental Standards:    | ICAO Annex 16, Volume I, Chapter 10 |

### **RIII. Technical Characteristics and Operational Limitations**

- |                            |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
|----------------------------|--|-----------------|--------------------------|---------|------|-------------------------|---------|-----------------|-------------------|--|-----------|------------------|--|--------|------------------------|--|---------|--|--|--|-----------------------|--|--|------------|--|-----------------|-------------------|--|-----------|------------------|--|--------|------------------------|--|--------|--|--|--|---------------------|--|--|------------|--|-----------------|-------------------|--|-----------|------------------|--|--------|------------------------|--|--------|
| 1. Type Design Definition: | The specification list of Z 526 M aircraft, No. S-Z526.000.  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 2. Description:            | The Z 526 M aircraft is two-seat, low wing, single-engine, monoplane.  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 3. Equipment:              | Approved equipment list is stated in document Technical Description, Operation Instructions, Chapter 9.  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 4. Dimensions:             | Wing Span: 10.845 m with auxiliary tanks<br>10.596 m without auxiliary tanks<br>Length: 7.820 m<br>Height: 2.060 m<br>Wing Area: 15.450 m <sup>2</sup>   |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 5. Engine:                 |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 5.1 Model:                 | M 137 A  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 5.2 Type Certificate:      | No. 69-01 issue by CAA CZ  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 5.3 Limitations:           | <table border="0" style="width: 100%;"> <tr> <td>Max. Take-off power</td> <td></td> <td></td> </tr> <tr> <td>Max. Power</td> <td></td> <td>132 kW (180 HP)</td> </tr> <tr> <td>Max. Engine speed</td> <td></td> <td>2 750 RPM</td> </tr> <tr> <td>Max. Consumption</td> <td></td> <td>59 l/h</td> </tr> <tr> <td>Max. Manifold pressure</td> <td></td> <td>100 kPa</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Max. Continuous power</td> <td></td> <td></td> </tr> <tr> <td>Max. Power</td> <td></td> <td>118 kW (160 HP)</td> </tr> <tr> <td>Max. Engine speed</td> <td></td> <td>2 680 RPM</td> </tr> <tr> <td>Max. Consumption</td> <td></td> <td>52 l/h</td> </tr> <tr> <td>Max. Manifold pressure</td> <td></td> <td>95 kPa</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Max. Cruising power</td> <td></td> <td></td> </tr> <tr> <td>Max. Power</td> <td></td> <td>103 kW (140 HP)</td> </tr> <tr> <td>Max. Engine speed</td> <td></td> <td>2 580 RPM</td> </tr> <tr> <td>Max. Consumption</td> <td></td> <td>43 l/h</td> </tr> <tr> <td>Max. Manifold pressure</td> <td></td> <td>87 kPa</td> </tr> </table> |                 | Max. Take-off power      |         |      | Max. Power              |         | 132 kW (180 HP) | Max. Engine speed |  | 2 750 RPM | Max. Consumption |  | 59 l/h | Max. Manifold pressure |  | 100 kPa |  |  |  | Max. Continuous power |  |  | Max. Power |  | 118 kW (160 HP) | Max. Engine speed |  | 2 680 RPM | Max. Consumption |  | 52 l/h | Max. Manifold pressure |  | 95 kPa |  |  |  | Max. Cruising power |  |  | Max. Power |  | 103 kW (140 HP) | Max. Engine speed |  | 2 580 RPM | Max. Consumption |  | 43 l/h | Max. Manifold pressure |  | 87 kPa |
| Max. Take-off power        |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Power                 |  | 132 kW (180 HP) |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Engine speed          |  | 2 750 RPM       |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Consumption           |  | 59 l/h          |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Manifold pressure     |  | 100 kPa         |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
|                            |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Continuous power      |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Power                 |  | 118 kW (160 HP) |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Engine speed          |  | 2 680 RPM       |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Consumption           |  | 52 l/h          |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Manifold pressure     |  | 95 kPa          |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
|                            |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Cruising power        |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Power                 |  | 103 kW (140 HP) |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Engine speed          |  | 2 580 RPM       |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Consumption           |  | 43 l/h          |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| Max. Manifold pressure     |  | 87 kPa          |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 6. Load factors:           | <table border="0" style="width: 100%;"> <tr> <td>For category Utility (U)</td> <td>+5.5 g,</td> <td>-3 g</td> </tr> <tr> <td>For category Normal (N)</td> <td>+3.5 g,</td> <td>-1 g</td> </tr> </table>  |                 | For category Utility (U) | +5.5 g, | -3 g | For category Normal (N) | +3.5 g, | -1 g            |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| For category Utility (U)   | +5.5 g,  | -3 g            |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| For category Normal (N)    | +3.5 g,  | -1 g            |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |
| 7. Propellers:             |  |                 |                          |         |      |                         |         |                 |                   |  |           |                  |  |        |                        |  |         |  |  |  |                       |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |  |  |  |                     |  |  |            |  |                 |                   |  |           |                  |  |        |                        |  |        |

- 7.1.1 Model: V 503
- 7.1.2 Type Certificate: No. 64 002 issued by CAA CZ
- 7.1.3 Number of blades: 2
- 7.1.4 Diameter: 1 950 mm
- 7.1.5 Sense of Rotation: Anticlockwise in flight direction

or

- 7.2.1 Model: V 503 A
- 7.2.2 Type Certificate: No. 96-02 issued by CAA CZ
- 7.2.3 Number of blades: 2
- 7.2.4 Diameter: 2 000 mm
- 7.2.5 Sense of Rotation: Anticlockwise in flight direction

## 8. Fluids:

- 8.1 Fuel: Non-ethylated aviation gasoline with min. 72÷87 octanes. Application of ethylated fuels is only permitted in case, the T.E.L. content does not exceed the value of 0.06 % vol.

Recommended kinds of fuel:

LBZ 72

LBZ 83

- 8.2 Oil: For engine operation are recommended mineral oils with min. kinematic viscosity of 20 cSt at 100°C, whose percentual carbon residues does not exceed the value of 0.4.

Recommended kinds of oil:

MS 20

AERO-SHELL W 100

AERO-SHELL W 120 in tropical climates.

- 8.3 Coolant: None

## 9. Fluid capacities:

- 9.1 Fuel: Total: for category U: 100 litres  
for category N: 170 litres
- Usable: for category U: 97.5 litres  
for category N: 167.5 litres

2 x 45 litres in main tanks

3 litres in connecting tank

	7 litres in gravity tank 2 x 35 litres in auxiliary wing tip tanks														
9.2 Oil:	Minimum 7 litres – Maximum 11 litres														
9.3 Coolant system capacity:	None														
10. Air Speeds:	<table border="0"> <tr> <td>Never Exceed Speed Limit</td> <td><math>V_{NE}</math> 292 km/h IAS</td> </tr> <tr> <td>Normal Operating Speed Limit</td> <td><math>V_{NO}</math> 233 km/h IAS</td> </tr> <tr> <td>Design Manoeuvring Speed Limit</td> <td><math>V_A</math> 225 km/h IAS</td> </tr> <tr> <td>Maximum Flaps Extended Speed Limit</td> <td><math>V_{FE}</math> 140 km/h IAS</td> </tr> <tr> <td>Maximum Open Landing Gear Speed IAS</td> <td><math>V_{LE}</math> 292 km/h IAS</td> </tr> <tr> <td>Maximum Landing Gear Operating</td> <td><math>V_{LO}</math> 140 km/h IAS</td> </tr> <tr> <td>Maximum permissible Snap Maneuver Speed Limit for cat. A</td> <td>160 km/h IAS</td> </tr> </table>	Never Exceed Speed Limit	$V_{NE}$ 292 km/h IAS	Normal Operating Speed Limit	$V_{NO}$ 233 km/h IAS	Design Manoeuvring Speed Limit	$V_A$ 225 km/h IAS	Maximum Flaps Extended Speed Limit	$V_{FE}$ 140 km/h IAS	Maximum Open Landing Gear Speed IAS	$V_{LE}$ 292 km/h IAS	Maximum Landing Gear Operating	$V_{LO}$ 140 km/h IAS	Maximum permissible Snap Maneuver Speed Limit for cat. A	160 km/h IAS
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Maximum Open Landing Gear Speed IAS	$V_{LE}$ 292 km/h IAS														
Maximum Landing Gear Operating	$V_{LO}$ 140 km/h IAS														
Maximum permissible Snap Maneuver Speed Limit for cat. A	160 km/h IAS														
11. Maximum Operating Altitude:	5 000 m														
12. Allweather Operations Capability:	The aircraft is approved for VFR Day flights.														
13. Maximum Weights:	<table border="0"> <tr> <td colspan="2">Max. Take-off and Landing weight:</td> </tr> <tr> <td>- For category Utility (U)</td> <td>940 kg</td> </tr> <tr> <td>- For category Normal (N)</td> <td>975 kg</td> </tr> <tr> <td colspan="2">Max. Variable Load:</td> </tr> <tr> <td>- For category Utility (U)</td> <td>195 kg</td> </tr> <tr> <td>- For category Normal (N)</td> <td>163 kg</td> </tr> </table>	Max. Take-off and Landing weight:		- For category Utility (U)	940 kg	- For category Normal (N)	975 kg	Max. Variable Load:		- For category Utility (U)	195 kg	- For category Normal (N)	163 kg		
Max. Take-off and Landing weight:															
- For category Utility (U)	940 kg														
- For category Normal (N)	975 kg														
Max. Variable Load:															
- For category Utility (U)	195 kg														
- For category Normal (N)	163 kg														
14. Centre of Gravity Range:	17 % ÷ 27.4 % MAC M.A.C. is 1 545 mm; 0 % M.A.C. is 616 mm aft reference datum.														
15. Datum:	The rear part of fire wall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.														
16. Control surface deflections:	<table border="0"> <tr> <td>Elevator deflection</td> <td>up</td> <td><math>25^\circ \pm 1^\circ</math></td> </tr> <tr> <td></td> <td>down</td> <td><math>20^\circ \pm 1^\circ</math></td> </tr> <tr> <td>Elevator trim tab</td> <td>up</td> <td><math>25^\circ \pm 2^\circ</math></td> </tr> </table>	Elevator deflection	up	$25^\circ \pm 1^\circ$		down	$20^\circ \pm 1^\circ$	Elevator trim tab	up	$25^\circ \pm 2^\circ$					
Elevator deflection	up	$25^\circ \pm 1^\circ$													
	down	$20^\circ \pm 1^\circ$													
Elevator trim tab	up	$25^\circ \pm 2^\circ$													

	down	$40^{\circ} \pm 2^{\circ}$
Rudder deflection	right and left	$28^{\circ} \pm 2^{\circ}$
Rudder trim tab	left	$5^{\circ} \pm 1^{\circ}$
	right	$30^{\circ} \pm 2^{\circ}$
Ailerons deflection	up	108 mm (+5, -3) mm
	down	98 mm (+5, -3) mm
Wing flaps position:	retracted	$0^{\circ}$
	take-off	$15^{\circ}$
	landing	$40^{\circ} (+ 5^{\circ}, - 3^{\circ})$
17. Levelling Means:	Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.	
18. Minimum Flight Crew:	1 (Pilot)	
19. Maximum Passenger Seating Capacity:	2 (including crew)	
20. (Reserved)		
21. Baggage/Cargo Compartments:	Maximum 17 kg	
22. Wheels and Tyres:	The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150; The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.	

#### **RIV. Operating and Service Instructions**

1. Flight manual:

- In Czech language                      Letová příručka školního a akrobatického letounu  
Z 526 – Z 526 A  
  
- Dodatek č. 1 k Letové příručce Z 526 M,  
date of issue 1978
- In English language                    Instruction for Pilot on the Use and Handling of the  
Training and Acrobatic Z 526 and Z 526 A Aircraft,  
date of issue 1966
- In German language                    Handbuch für den Flugzeugführer zum Schulungs  
und kunstflugzeuges Z 526 – Z 526 A,  
date of issue 1966  
- Nachtrag Nr. 1 zum Flughandbuch Z 526 M,  
date of issue 1978

2. Description – Operation – Maintenance:

- In Czech language                      Technický popis a návod k obsluze letounu  
Z 526 – Z 526 A
- In English language                    Technical Description, Operation Instruction for  
Z 526 – Z 526 A Aircrafts, date of issue 1966
- In German language                    Technische Beschreibung und Bedienungsanleitung  
zum Flugzeug Z 526 – Z 526 A, date of issue 1966

3. Overhaul Manual:

- In English language                    Major Overhaul of Z 526 – Z 526 A Aircraft,  
date of issue 1969

4. Catalogue of spare parts:

- In Czech, English, German language  
  
Trenner Master Z 526 Katalog, date of issue 1967

#### **RV. Notes:**

None

## **SECTION S: Z 726**

### **SI. General**

1. a) Type: Z 26  
b) Model: Z 726
2. Airworthiness category: Utility (U)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 1331, 1333-1360
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: June 10, 1974
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 74-01.

### **SII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. Reserved)
4. Airworthiness Requirements: FAR PART 23, Amdt. 23-13 included
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None

8. EASA Equivalent Safety Findings:

§ 23.177(a)(2), (3) – Some requirements for directional and lateral stability and aileron control stick force curve in straight, steady slips are not fully met. It is admitted with regard to very good aircraft controllability and to the fact that dangerous tendencies do not occur and abnormal pilot's skills or effort are not needed.

§ 23.613(c), § 23.615 – Materials and design values used for aircraft design and construction comply with the Czechoslovak State Standard and specifications valid for the Czechoslovak aviation industry. It is admitted with regard to the fact that the requirement sense is met.

§ 23.955(c) – Requirement for flow rate of fuel supplied by fuel pump to the engine is not met. It is admitted with regard to the fact that fuel flow is higher than engine consumption at maximum power.

§ 23.991(b) – The aircraft is not equipped with emergency pump for fuel supply recovery in case of main fuel pump failure. It is admitted with regard to these reasons:

- The engine is equipped with high-pressure pump, which is joined with low-pressure pump to a single aggregate. A failure of this aggregate could cause contemporaneous break of fuel supply by both supply and injection pumps. In such case, no emergency pump could ensure sufficient fuel supply to finish the flight without abnormal pilot's skills or effort. A failure of low-pressure pump has not been occurred yet and its occurrence is extremely improbable.

§ 23.993(d), § 23.1183(a) – Requirement for hoses fire resistance is not met. It is admitted with regard to experiences from operation of the aircraft of former type.

§ 23.1013(e), § 23.1019 – Oil tank outlet is provided with the screen, which does not restrict oil flow. A surface of the screen is multiple bigger than cross section of the outlet fitting, thus safety level is kept.

§ 23.1145(c) – Requirement for protection of magnetos changeover switch against dangerous change over is not met. It is admitted with regard to the shape and location of the changeover switch.

§ 23.1381 to 23.1401 – The aircraft is not equipped

with lighting for night operation.

§ 23.1545(a), (b) – Requirement for a scale for CAS speed is not met. Airspeed indicator scale and its colour markings are done in IAS.

9. EASA Environmental Standards: ICAO Annex 16, Volume I, Chapter 10

### **III. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of Z 726 aircraft, No. S-Z 726.000.
2. Description: The Z 726 aircraft is two-seat, low wing, single-engine, cantilever monoplane.
3. Equipment: Master equipment list is stated in document Flight Manual Z 726, section 6.
4. Dimensions:
- |            |                       |
|------------|-----------------------|
| Wing Span: | 9.875 m               |
| Length:    | 7.975 m               |
| Height:    | 2.060 m               |
| Wing Area: | 14.890 m <sup>2</sup> |
5. Engine:
- 5.1 Model: M 137 AZ
- 5.2 Type Certificate: No. 69-01 issued by CAA CZ
- 5.3 Limitations:
- |                        |                 |
|------------------------|-----------------|
| Max. Take-off power    |                 |
| Max. Power             | 132 kW (180 HP) |
| Max. Engine speed      | 2 750 1/min     |
| Max. Consumption       | 61 l/hod        |
| Max. Manifold pressure | 100 kPa         |
| Max. Continuous power  |                 |
| Max. Power             | 118 kW (160 HP) |
| Max. Engine speed      | 2 680 1/min     |
| Max. Consumption       | 52 l/hod        |
| Max. Manifold pressure | 95 kPa          |
| Max. Cruising power    |                 |
| Max. Power             | 103 kW (140 HP) |
| Max. Engine speed      | 2 580 1/min     |
| Max. Consumption       | 43 l/hod        |
| Max. Manifold pressure | 88 kPa          |
6. Load factors:
- |                          |         |        |
|--------------------------|---------|--------|
| For category Utility (U) | +4.4 g, | -2.2 g |
| For category Normal (N)  | +3.8 g, | -      |
|                          | 1.5 g   |        |
7. Propeller:
- 7.1 Model: V 503 A
- 7.2 Type Certificate: No. 69-02 issued by CAA CZ
- 7.3 Number of blades: 2

- 7.4 Diameter: 2 000 mm
- 7.5 Sense of Rotation: Anticlockwise in flight direction
8. Fluids:
- 8.1 Fuel: Non-ethylated aviation gasoline, with minimum 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06% vol.  
BL 78  
BP 100L  
AVGAS 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with minimal kinematic viscosity of  $20 \text{ mm}^2 \text{ s}^{-1}$  at  $100^\circ\text{C}$ , which percentual carbon residue does not exceed the value of 0.29 %.  
MS 20 – Running in  
AEROSHELL Oil 100 – Running in  
Aeroshell W100  
Aeroshell W120 (in tropical climates)  
ELF Aviation AD 100  
BP Aero D 100  
TOTAL Aero D 100
- 8.3 Coolant: None
9. Fluid capacities:
- 9.1 Fuel: Total: for category U: 95.5 litres  
for category N: 165.5 litres  
Usable: for category U: 93 litres  
for category N: 163 litres  
2 x 45 litres in main fuel tanks  
5.5 litres in connecting tank  
2 x 35 litres in auxiliary wing tip tanks
- 9.2 Oil: Minimum 9 litres – Maximum 14 litres
- 9.3 Coolant system capacity: None
10. Air Speeds:
- |                                |                          |
|--------------------------------|--------------------------|
| Never Exceed Speed Limit       | $V_{NE}$<br>300 km/h IAS |
| Normal Operating Speed Limit   | $V_{NO}$<br>220 km/h IAS |
| Design Manoeuvring Speed Limit | $V_A$<br>203 km/h IAS    |

	Maximum Flaps Extended Speed Limit	$V_{FE}$ 152 km/h IAS																																				
	Maximum Open Landing Gear Speed	$V_{LE}$ 300 km/h IAS																																				
	Maximum Landing Gear Operating Speed	$V_{LO}$ 140 km/h IAS																																				
	Maximum Permissible Snap Maneuver Speed	160 km/h IAS																																				
11. Maximum Operating Altitude:	4 500 m																																					
12. Allweather Operations Capability:	The aircraft approved for VFR Day flights.																																					
13. Maximum Weights:	Max. Take-off weight: - For category Aerobatic (U) 940 kg - For category Normal (N) 1 000 kg  Max. Landing weight: - For category Aerobatic (U) 940 kg - For category Normal (N) 950 kg  Max. Variable Load: - For category Aerobatic (U) 250 kg - For category Normal (N) 300 kg																																					
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15. Datum:	The rear part of fire wall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.																																					
16. Control surface deflections:	<table border="0"> <tbody> <tr> <td>Elevator deflection</td> <td>up</td> <td><math>28^{\circ} \pm 1^{\circ}</math></td> </tr> <tr> <td></td> <td>down</td> <td><math>24^{\circ} \pm 1^{\circ}</math></td> </tr> <tr> <td>Elevator trim tab</td> <td>up</td> <td><math>25^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td></td> <td>down</td> <td><math>40^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td>Rudder deflection</td> <td>right and left</td> <td><math>28^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td>Rudder trim tab</td> <td>left</td> <td><math>5^{\circ} + 3^{\circ}</math></td> </tr> <tr> <td></td> <td>right</td> <td><math>30^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td>Ailerons deflection</td> <td>up</td> <td>108 mm (+ 5; - 3) mm</td> </tr> <tr> <td></td> <td>down</td> <td>98 mm (+ 5; - 3) mm</td> </tr> <tr> <td>Wing flaps positions</td> <td>retracted</td> <td><math>0^{\circ}</math></td> </tr> <tr> <td></td> <td>take-off</td> <td><math>15^{\circ} \pm 2^{\circ}</math></td> </tr> <tr> <td></td> <td>landing</td> <td><math>40^{\circ} (+ 5^{\circ}, - 3^{\circ})</math></td> </tr> </tbody> </table>		Elevator deflection	up	$28^{\circ} \pm 1^{\circ}$		down	$24^{\circ} \pm 1^{\circ}$	Elevator trim tab	up	$25^{\circ} \pm 2^{\circ}$		down	$40^{\circ} \pm 2^{\circ}$	Rudder deflection	right and left	$28^{\circ} \pm 2^{\circ}$	Rudder trim tab	left	$5^{\circ} + 3^{\circ}$		right	$30^{\circ} \pm 2^{\circ}$	Ailerons deflection	up	108 mm (+ 5; - 3) mm		down	98 mm (+ 5; - 3) mm	Wing flaps positions	retracted	$0^{\circ}$		take-off	$15^{\circ} \pm 2^{\circ}$		landing	$40^{\circ} (+ 5^{\circ}, - 3^{\circ})$
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17. Levelling Means:	Levelling points on left and right side of airplane																																					

- fuselage to be levelled. Measurement plane to be min. 850 mm below.
18. Minimum Flight Crew: 1 (Pilot)
19. Maximum Passenger Seating Capacity: 2 (including crew)
20. (Reserved)
21. Baggage/Cargo Compartments: None
22. Wheels and Tyres: The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150;  
The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.

#### **SIV. Operating and Service Instructions**

1. Flight manual:
- In Czech language Letová příručka Z 726, date of issue 1974
  - In English language Flight Manual Z 726 ZLIN UNIVERSAL, date of issue 1977
2. Maintenance Manual:
- In Czech language Doc. No.: Do – Z 726 – 2011 Technický popis a návod k obsluze Z 726, date of issue 1974
  - In English language Doc. No.: Do – Z 726 – 2011 Technical Manual Z 726 ZLIN UNIVERSAL, date of issue 1974
3. Overhaul Mnual:
- In Czech language Opravárenská příručka Z 726 ZLIN UNIVERSAL, issued 1978
4. Illustrated parts catalogue:
- In Czech, German and English language, issued 1975  
Katalog Z 726 ZLIN UNIVERSAL

#### **SV. Notes**

None

## **SECTION T: Z 726 K**

### **TI. General**

1. a) Type: Z 26  
b) Model: Z 726 K
2. Airworthiness category: Utility (U)  
Normal (N)
3. Type Certificate Holder: ZLIN AIRCRAFT A.S.  
Letiště 1578  
765 81 Otrokovice  
Czech Republic
4. Manufacturer: Moravan, n. p.  
Otrokovice  
CZECHOSLOVAKIA  
S/N: 1332
5. Certification Application Date: ---
6. CAA CZ Type Certificate Date: June 17, 1974
7. The EASA Type Certificate replaces the CAA CZ Type Certificate No. 74-01.

### **TII. Certification Basis**

1. Reference Date for determining the applicable requirements: ---
2. (Reserved)
3. (Reserved)
4. Airworthiness Requirements: FAR PART 23, Amdt. 23-13 included
5. Requirements elected to comply: None
6. EASA Special Conditions: None
7. EASA Exemptions: None

8. EASA Equivalent Safety Findings:

§ 23.177(a)(2), (3) – Some requirements for directional and lateral stability and aileron control stick force curve in straight, steady slips are not fully met. It is admitted with regard to very good aircraft controllability and to the fact that dangerous tendencies do not occur and abnormal pilot's skills or effort are not needed.

§ 23.613(c), § 23.615 – Materials and design values used for aircraft design and construction comply with the Czechoslovak State Standard and specifications valid for the Czechoslovak aviation industry. It is admitted with regard to the fact that the requirement sense is met.

§ 23.955(c) – Requirement for flow rate of fuel supplied by fuel pump to the engine is not met. It is admitted with regard to the fact that fuel flow is higher than engine consumption at maximum power.

§ 23.991(b) – The aircraft is not equipped with emergency pump for fuel supply recovery in case of main fuel pump failure. It is admitted with regard to these reasons:

The engine is equipped with high-pressure pump, which is joined with low-pressure pump to a single aggregate. A failure of this aggregate could cause contemporaneous break of fuel supply by both supply and injection pumps. In such case, no emergency pump could ensure sufficient fuel supply to finish the flight without abnormal pilot's skills or effort. A failure of low-pressure pump has not been occurred yet and its occurrence is extremely improbable.

§ 23.993(d), § 23.1183(a) – Requirement for hoses fire resistance is not met. It is admitted with regard to experiences from operation of the aircraft of former type.

§ 23.1013(e), § 23.1019 – Oil tank outlet is provided with the screen, which does not restrict oil flow. A surface of the screen is multiple bigger than cross section of the outlet fitting, thus safety level is kept.

§ 23.1145(c) – Requirement for protection of magnetos changeover switch against dangerous change over is not met. It is admitted with regard to the shape and location of the changeover switch.

§ 23.1381 to 23.1401 – The aircraft is not equipped with lighting for night operation.

§ 23.1545(a), (b) – Requirement for a scale for CAS speed is not met. Airspeed indicator scale and its colour markings are done in IAS.

9. EASA Environmental Standards: ICAO Annex 16, Volume I, Chapter 10

### **III. Technical Characteristics and Operational Limitations**

1. Type Design Definition: The specification list of Z 726 aircraft, No. S-K 726.000
2. Description: The Z 726 K aircraft is two-seat, low wing, single-engine, cantilever monoplane.
3. Equipment: Master equipment list is stated in document Flight Manual Z 726 K, section 6.
4. Dimensions:
 

Wing Span:	9.875 m
Length:	7.975 m
Height:	2.060 m
Wing Area:	14.890 m <sup>2</sup>
5. Engine:
 

5.1. Model:	M 337 AK																														
5.2. Type Certificate:	No. 72-08 issue by CAA CZ																														
5.3. Limitations:	<table style="margin-left: 20px;"> <tr> <td>Max. Take-off power</td> <td></td> </tr> <tr> <td>Max. Power</td> <td>154 kW (210 HP)</td> </tr> <tr> <td>Max. Engine speed</td> <td>2 750 1/min</td> </tr> <tr> <td>Max. Consumption</td> <td>56 l/hod</td> </tr> <tr> <td>Max. Manifold pressure</td> <td>118 kPa</td> </tr> <tr> <td>Max. Continuous power</td> <td></td> </tr> <tr> <td>Max. Power</td> <td>125 kW (170 HP)</td> </tr> <tr> <td>Max. Engine speed</td> <td>2 600 1/min</td> </tr> <tr> <td>Max. Consumption</td> <td>52 l/hod</td> </tr> <tr> <td>Max. Manifold pressure</td> <td>98 kPa</td> </tr> <tr> <td>Max. Cruising power</td> <td></td> </tr> <tr> <td>Max. Power</td> <td>103 kW (140 HP)</td> </tr> <tr> <td>Max. Engine speed</td> <td>2 400 1/min</td> </tr> <tr> <td>Max. Consumption</td> <td>42 l/hod</td> </tr> <tr> <td>Max. Manifold pressure</td> <td>90 kPa</td> </tr> </table>	Max. Take-off power		Max. Power	154 kW (210 HP)	Max. Engine speed	2 750 1/min	Max. Consumption	56 l/hod	Max. Manifold pressure	118 kPa	Max. Continuous power		Max. Power	125 kW (170 HP)	Max. Engine speed	2 600 1/min	Max. Consumption	52 l/hod	Max. Manifold pressure	98 kPa	Max. Cruising power		Max. Power	103 kW (140 HP)	Max. Engine speed	2 400 1/min	Max. Consumption	42 l/hod	Max. Manifold pressure	90 kPa
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6. Load factors:
 

For category Utility (U)	+4.4 g,	-
	2.2 g	
For category Normal (N)	+3.8 g,	-1.5 g

7. Propeller:

- 7.1 Model: V 500 A
- 7.2 Type Certificate: No 73-03 issued by CAA CZ
- 7.3 Number of blades: 2
- 7.4 Diameter: 2 000 mm
- 7.5 Sense of Rotation: Anticlockwise in flight direction

8. Fluids:

- 8.1 Fuel: Non-ethylated aviation gasoline, with minimum 72 octanes. Application of ethylated fuels is only permitted in case the T.E.L. content does not exceed the value of 0.06% vol.  
BL 78  
BP 100L  
AVGAS 80  
AVGAS 100 LL  
(DEFENCE STANDARD 91/90, ASTM D910)
- 8.2 Oil: For engine operation are recommended mineral oils with minimal kinematic viscosity of  $20 \text{ mm}^2 \text{ s}^{-1}$  at  $100^\circ\text{C}$ , which percentual carbon residue does not exceed the value of 0.29 %.  
MS 20 – Running in  
AEROSHELL Oil 100 – Running in  
Aeroshell W100  
Aeroshell W120 (in tropical climates)  
ELF Aviation AD 100  
BP Aero D 100  
TOTAL Aero D 100
- 8.3 Coolant: None

9. Fluid capacities:

- 9.1 Fuel: Total: for category U: 95.5 litres  
for category N: 165.5 litres  
Usable: for category U: 93 litres  
for category N: 163 litres  
2 x 45 litres in main fuel tanks  
5.5 litres in connecting tank  
2 x 35 litres in auxiliary wing tip tanks
- 9.2 Oil: Minimum 9 litres – Maximum 14 litres
- 9.3 Coolant system capacity: None

10. Air Speeds:
- |                                      |          |              |
|--------------------------------------|----------|--------------|
| Never Exceed Speed Limit             | $V_{NE}$ | 315 km/h IAS |
| Normal Operating Speed Limit         | $V_{NO}$ | 227 km/h IAS |
| Design Manoeuvring Speed Limit       | $V_A$    | 200 km/h IAS |
| Maximum Flaps Extended Speed Limit   | $V_{FE}$ | 152 km/h IAS |
| Maximum Open Landing Gear Speed      | $V_{LE}$ | 300 km/h IAS |
| Maximum Landing Gear Operating Speed | $V_{LO}$ | 140 km/h IAS |
11. Maximum Operating Altitude: 4 500 m
12. Allweather Operations Capability: The aircraft is approved for VFR Day flights.
13. Maximum Weights:
- |                            |  |                  |
|----------------------------|--|------------------|
| Max. Take-off weight:      |  |                  |
| - For category Utility (U) |  | 940 kg           |
| - For category Normal (N)  |  | 1 000 kg         |
| Max. Landing weight:       |  |                  |
| - For category Utility (U) |  | 940 kg           |
| - For category Normal (N)  |  | 950 kg           |
| Max. Variable Load:        |  |                  |
| - For category Utility (U) |  | 250 kg $\pm$ 3 % |
| - For category Normal (N)  |  | 300 kg $\pm$ 3 % |
14. Centre of Gravity Range: 17.5 % – 28.5 % MAC  
M.A.C. is 1 568 mm; 0 % M.A.C. is 602 mm aft reference datum.
15. Datum: The rear part of fire wall; from it are measured, for purpose of assignation of Gravity Centre, all lateral dimensions.
16. Control surface deflections:
- |                        |                |                        |
|------------------------|----------------|------------------------|
| Elevator deflection    | up             | $28^\circ \pm 1^\circ$ |
|                        | down           | $24^\circ \pm 1^\circ$ |
| Elevator trim tab      | up             | $25^\circ \pm 2^\circ$ |
|                        | down           | $40^\circ \pm 2^\circ$ |
| Rudder deflection      | right and left | $28^\circ \pm 2^\circ$ |
| Rudder trim tab        | left           | $5^\circ + 3^\circ$    |
|                        | right          | $30^\circ \pm 2^\circ$ |
| Ailerons deflection mm | up             | 108 mm (+ 5; - 3)      |
|                        | down           | 98 mm (+ 5; - 3)       |
- mm

	Wing flaps positions	retracted	0°
		take-off	15° ± 2°
		landing	40° (+ 5°; - 3°)
17. Leveling Means:	Levelling points on left and right side of airplane fuselage to be levelled. Measurement plane to be min. 850 mm below.		
18. Minimum Flight Crew:	1 (Pilot)		
19. Maximum Passenger Seating Capacity:	2 (including crew)		
20. (Reserved)			
21. Baggage/Cargo Compartments:	None		
22. Wheels and Tyres:	The wheels K 12-0100.00 or K 420.1-00 of main gear with tyre BARUM or MITAS 420x150-6.5 or MITAS 420x150-6.5 TL with tube 420x150; The wheels K 13-0000.00 or K 34-990 of tail gear with tyre BARUM or MITAS 260x85-4 with tube 260x85.		

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  - In English language                      Flight Manual Z 726 ZLIN UNIVERSAL, date of issue 1977
- ##### 2. Maintenance Manual:
- In Czech language                      Technický popis a návod k obsluze Z 726, Doc. No.: Do – Z 726 – 2011, date of issue 1974  
- Technický popis Z 726 K, date of issue 1983
  - In English language                      Technical Manual Z 726 ZLIN UNIVERSAL, Doc. No.: Do – Z 726 – 2011, date of issue 1974

##### 3. Overhaul Mnual:

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##### 4. Illustrated parts catalogue:

- In Czech, German and English language, issued 1975  
Katalog Z 726 ZLIN UNIVERSAL

**TV. Notes**

None

**ADMINISTRATIVE SECTION**

I Acronyms

N/A

II Type Certificate Holder Record

Current:

ZLIN AIRCRAFT A.S.

Letiště 1578

765 81 Otrokovice

Czech Republic

Former:

Moravan, n. p.

Gottwaldov – Otrokovice

CZECHOSLOVAKIA

Moravan, n.p.

Letiště 1578

765 81 Otrokovice

CZECHOSLOVAKIA

Moravan, k.p.

Letiště 1578, 765 81 Otrokovice

CZECHOSLOVAKIA

Moravan, a.s.

Letiště 1578, 765 81 Otrokovice

CZECH REPUBLIC

MORAVAN – AEROPLANES, a.s.

Letiště 1578

765 81 Otrokovice

CZECH REPUBLIC

MORAVAN – AVIATION, s.r.o.

Letiště 1578

765 81 Otrokovice

CZECH REPUBLIC

### III Change Record

Issue	Date	Changes
Issue 1	27-Mar-2007	Transfer of Z 26 - Series Type Design to EASA
Issue 2	14-Apr-2008	Page1: updated Page 2: updated Page 57, Hill. Tech. Charact. and Oper. Limitation, Item 10: value for $v_{NO}$ corrected Page 92, MV. Notes: Note 2 added Page 139, Change Record: updated All: minor corrections of formatting, different page breake, total page number now 139
Issue 3	24-Aug-2009	Incorporation of changed company name
Issue 4	23 July 2010	Editorial corrections and revision into standard EASA TCDS format