European Aviation Safety Agency

EASA

TYPE-CERTIFICATE DATA SHEET

PZL M 26

Type Certificate Holder:

Polskie Zakłady Lotnicze Sp. z o. o.
Wojska Polskiego 3
39-300 Mielec
POLAND

Manufacturer:

Polskie Zakłady Lotnicze Sp. z o. o.
Wojska Polskiego 3
39-300 Mielec
POLAND

For models: PZL M26 01

Issue 02: October 24, 2005

List of effective Pages:

Page	1	2	3	4	5	6	7										
Issue	02	02	02	02	02	02	02										

CONTENT

SECTION 1. : PZL M26 01

1.I. General
1.II. Certification Basis
1.III. Technical Characteristics and Operational Limitations
1.IV. Operating and Service Instructions
1.V. Notes

SECTION 2: Change Record

SECTION 1: PZL M26 01

1.I. General

Data Sheet No.: A.057	Issue: 01	Date: October 24, 2005
1. a) Type	PZL M26	
b) Model	PZL M26 01	
2. Airworthiness Category:	Utility, Acrobatic	
3. The CAO PL Certification Application Date:	August 04, 1982	
4. The CAO PL Certification Date:	October 23, 1991	

5. This EASA Type Certificate replaces the Polish CAO Type Certificate No. BB-175/2

1.II. Certification Basis

1. Airworthiness Requirements:	FAR 23 Amdt. 28 with extension on Amdt. 36
2. Requirements elected to comply:	None
3. EASA Special Conditions:	None
4. EASA Exemptions:	None
5. EASA Equivalent Safety Findings:	None
6. EASA Environmental Standards:	Annex 16, Section 10 of ICAO Convention; FAR Part 36, Appendix G

1.III. Technical Characteristics and Operational Limitations

Type Design Definition: Specification Sheet No. PZL M26 01 wyd. I, Doc. No. in Folder 7

Description: The PZL M26 is a one-engine low-wing cantilever monoplane of all-metal structure, double-seat in tandem arrangement, with conventional empennage and tricycle retractable landing gear featuring a steerable nose wheel. The fuselage is semi-monocock structure.

Airplane Versions:
- utility
- acrobatic

Engine: AVCO LYCOMING series AEIO-540-L1B5 or AEIO-540-L1B5D six-cylinder, level, opposed-cylinder (flat), air cooled, direct propeller drive

Number of Engines: 1 (one)

Engine Manufacturer: TEXTRON LYCOMING, Williamsport, PA 17701

Fuel: Aviation petrol 100, 100LL

Oil:

Over	$+15^0$C	-	SAE 50
From	-1^0C to $+32^0$C	-	SAE 40
From	-18^0C to $+21^0$C	-	SAE 30
Below	-12^0C	-	SAE 20

Engine Performance:

Maximum takeoff power in ISA on sea level……220kW 2700RPM
Maximum continuous power in ISA on sea level……220kW 2700RPM

Propeller: Three-blade, fixed-pitch, tractor HOFFMANN HO-V123K-V/200AH-10, WOODWARD A210921 Speed Governor
Propeller diameter: max. - 2.00m
min. - 1.90m

or

Three-blade, fixed-pitch, tractor HARTZELL HC-C3YR-4BF with FC8468-10R Blades of diameter 1.93m (76') or FC8468-8R Blades of diameter 1.98m (78'), D5205-P Spinner and McCauley D-20916-1 Speed Governor.

MAXIMUM WEIGHT:	Utility category	Acrobatic category
Takeoff and landing weight:	1400kg	1315kg
C.G. POSITION LIMITS:	21.5% - 29%MAC	21.5% - 29%MAC
AIRSPEED LIMITATIONS (IAS):		
	V_{NE} - 371 km/h	V_{NE} - 385 km/h
	V_{NO} - 280 km/h	V_{NO} - 280 km/h
	V_A - 248 km/h	V_A - 266 km/h
	V_{FE} $\delta_{kl}=25^0$ - 215 km/h	V_{FE} $\delta_{kl}=25^0$ - 215 km/h
	V_{FE} $\delta_{kl}=40^0$ - 190 km/h	V_{FE} $\delta_{kl}=40^0$ - 190 km/h
	V_{SO} $\delta_{kl}=40^0$ - 114 km/h	V_{SO} $\delta_{kl}=40^0$ - 104 km/h
	V_{S1} $\delta_{kl}=25^0$ - 122 km/h	V_{S1} $\delta_{kl}=25^0$ - 115 km/h
	V_{S1} $\delta_{kl}=0^0$ - 132 km/h	V_{S1} $\delta_{kl}=0^0$ - 124 km/h
	V_D - 412 km/h	V_D - 440 km/h
	V_{LE} - 240 km/h	V_{LE} - 233 km/h
	V_{LO} - 200 km/h	V_{LO} - 200 km/h
LOAD FACTORS:	$n_{Z\ per.}$ = -1.76g ÷ +4.4g	$n_{Z\ per.}$ = -3g ÷ +6g

NUMBER OF SEATS: 2 (two)

MINIMAL NUMBER OF CREW: 1 pilot

BAGAGGE WEIGHT: 5 kg

FUEL TANK CAPACITY: 369 l (two tanks on each wing 4×90l + header tank 9l), 362.5l usable fuel,
for aerobatics 180l (inboard tank only)

OIL VOLUME IN ENGINE: 18l (max. for flight 15l, min. 8.5l)
for aerobatics max. 10.4l

MAXIMUM OPERATIONAL ALTITUDE: 4000m

CONTRL SURFACE MOVEMENTS:

ailerons	up	$24^0 \pm 2^0$
	down	$14^0 \pm 2^0$
elevator	up	$30^0 \pm 2^0$
	down	$28^0 \pm 2^0$
elevator trimming tab (elevator in neutral position)	up	$15^0 \pm 1^0$
	down	$8^0 \pm 1^0$
rudder	left	$35^0 \pm 1^0$
	right	$35^0 \pm 1^0$
rudder trimming tab	left	$23^0 \pm 1^0$
	right	$23^0 \pm 1^0$
wing flap	takeoff	$25^0 \pm 1^0$
	landing	$40^0 \pm 1^0$
	flight	$0^0 \pm 1^0$
nose wheel angle	left	$27^0 \pm 1^0$
	right	$27^0 \pm 1^0$

RANGE OF AMBIENT TEMPERATURE: $-30^0C \div +40^0C$

BASIC EQUIPMENT: Airplane Flight Manual, ref: M26/9/93LTO-37/alb. 106, Section 6

OPTIONAL EQUIPMENT: Airplane Flight Manual, ref: M26/9/93LTO-37/alb. 106, Section 6

1.IV. Operating and Service Instructions

Instructions for Continued Airworthiness are contained in Part I, Chapter 4 of PZL M26 ISKIERKA Airplane Maintenance Manual, ref: M26/12/93/LTO-37/alb. 107.

Each airplane is equipped with following documents:

a) Airplane Flight Manual,

b) PZL M26 ISKIERKA Airplane Maintenance Manual,

c) AVCO LYCOMING Aircraft Engines Operator's Manual,

d) Propeller Installation and Maintenance Manual.

1.V. Notes

NOTE 1: Flight in known and forecast icing conditions is prohibited.

NOTE 2: Deleted

NOTE 3: This Type Certificate applies to aircraft S/N 1AP002-01 and up.

Section 2 Change Record

Issue 1	24 October 2005	Initial issue
Issue 2	3 August 2007	Editorial changes Deletion of Note 2 referring to noise certification due to the availability of TCDSN