

NORDEA



No limits STOL aircraft

NOT JUST ADVENTURE – NOT JUST TOURING – BUT RATHER

ADVENTOURING



A term that combines both concepts...

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

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



BACKCOUNTRY FLYING

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

FUN to FLY Key FACTORS

OVERALL LOOK AND AESTHETICS

Let your eyes caress the shapes of the new Norden, it's sinuosity, the sporty imprint and strong visual presence on the ground, the naturally mixed modern and classic style, the minimalistic interiors.

BUSH FLYING SPIRIT

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

EXTENDED RANGE OF POSSIBLE USE

With a fuel tank capacity up to 180 lt. (47,5 U.S. Gallon) no destination will never again seem too far or ambitious. The chance to land in rugged fields, the big cargo area, the comfort and ergonomics inside the cockpit, will assist you in planning new adventures and more and more goals to achieve...

PERFORMANCES

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

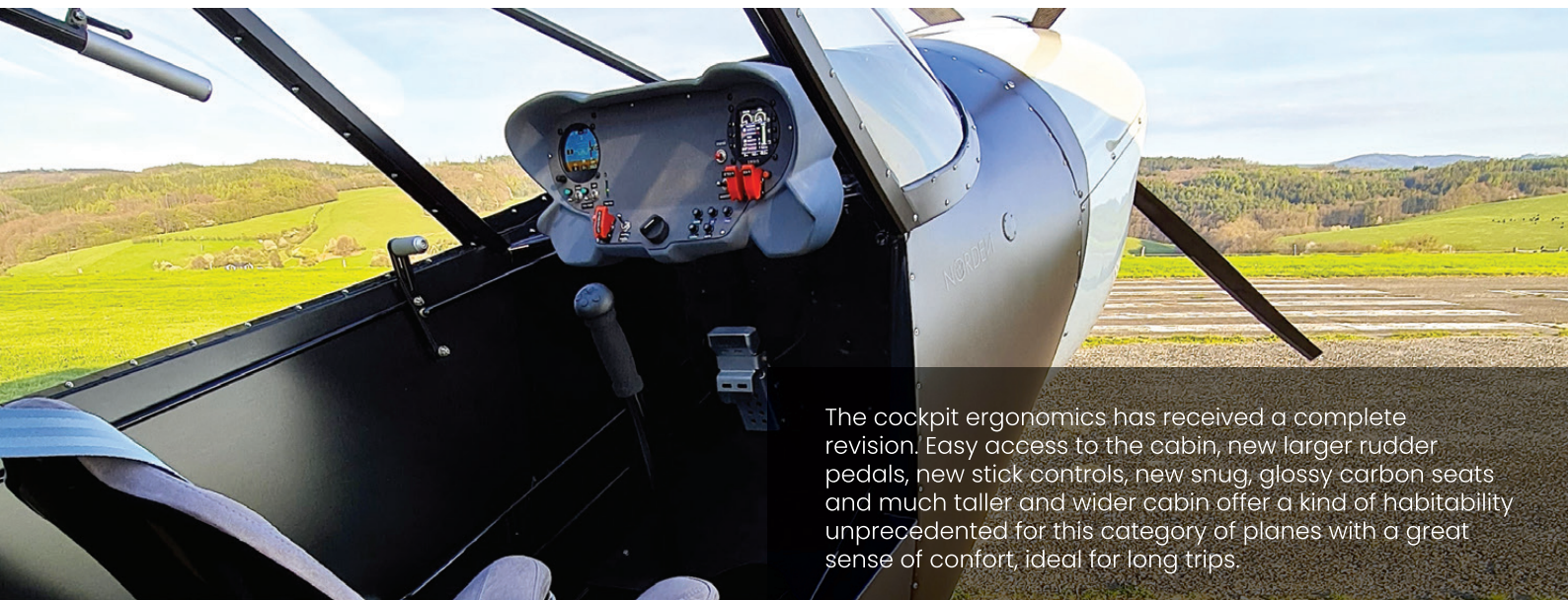
AGILITY AND NIMBLENESS

Its advanced aerodynamics, CG and weight balance and relatively low empty weight, its very powerful commands, precision on stick inputs, clear feedback, predictability and controllability, its powerful engines and efficient props, will definitively translate to a pure joy for your next bushflying adventures...

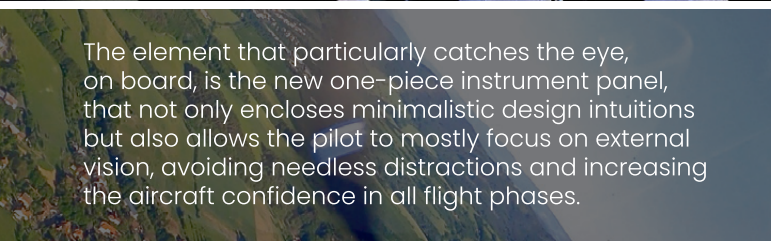
DESIGN AND ERGONOMICS



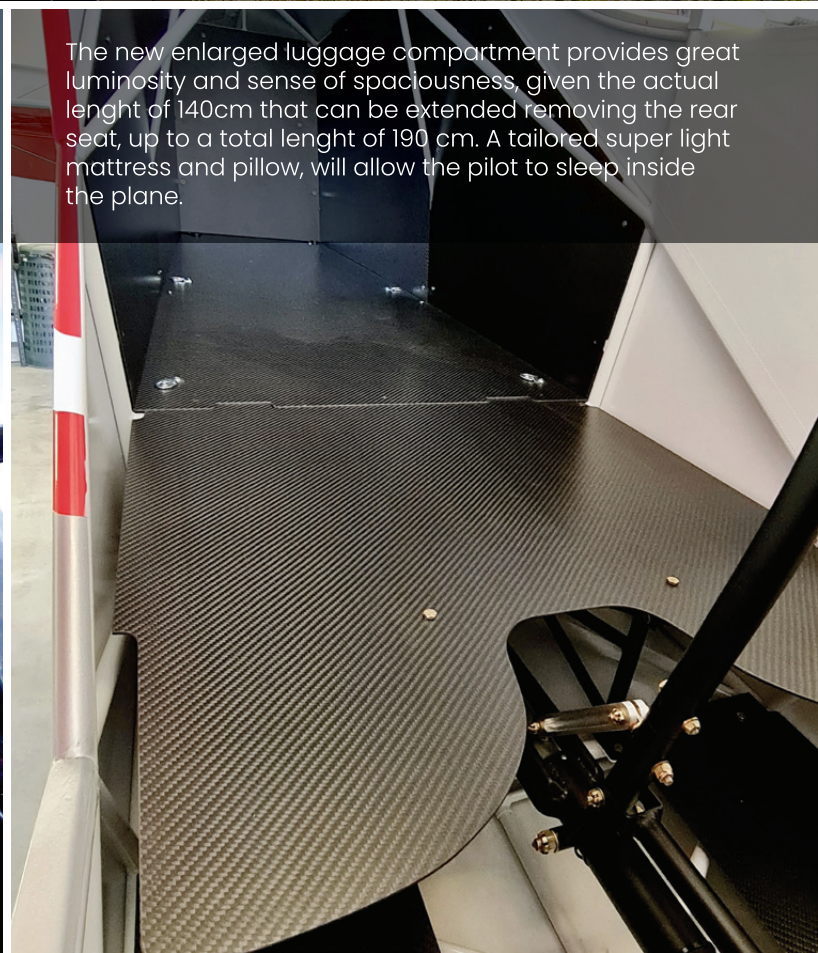
We mixed, the new wing taut lines and squared geometry, to the fuselage soft curves. The new cowling is, no doubt, one of the essential parts of the new Nordén Exterior Design. The modern and sporty final result, undoubtedly comes to contrast with the aircraft classic nature instilling in the observer a strong impression of "high level performance potential".



The cockpit ergonomics has received a complete revision. Easy access to the cabin, new larger rudder pedals, new stick controls, new snug, glossy carbon seats and much taller and wider cabin offer a kind of habitability unprecedented for this category of planes with a great sense of comfort, ideal for long trips.



The element that particularly catches the eye, on board, is the new one-piece instrument panel, that not only encloses minimalistic design intuitions but also allows the pilot to mostly focus on external vision, avoiding needless distractions and increasing the aircraft confidence in all flight phases.



The new enlarged luggage compartment provides great luminosity and sense of spaciousness, given the actual length of 140cm that can be extended removing the rear seat, up to a total length of 190 cm. A tailored super light mattress and pillow, will allow the pilot to sleep inside the plane.

Wing's camber:

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



1) Electric Retractable Slats:

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

2) Double Slotted Flaps:

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

3) Wing Tips and vortex:

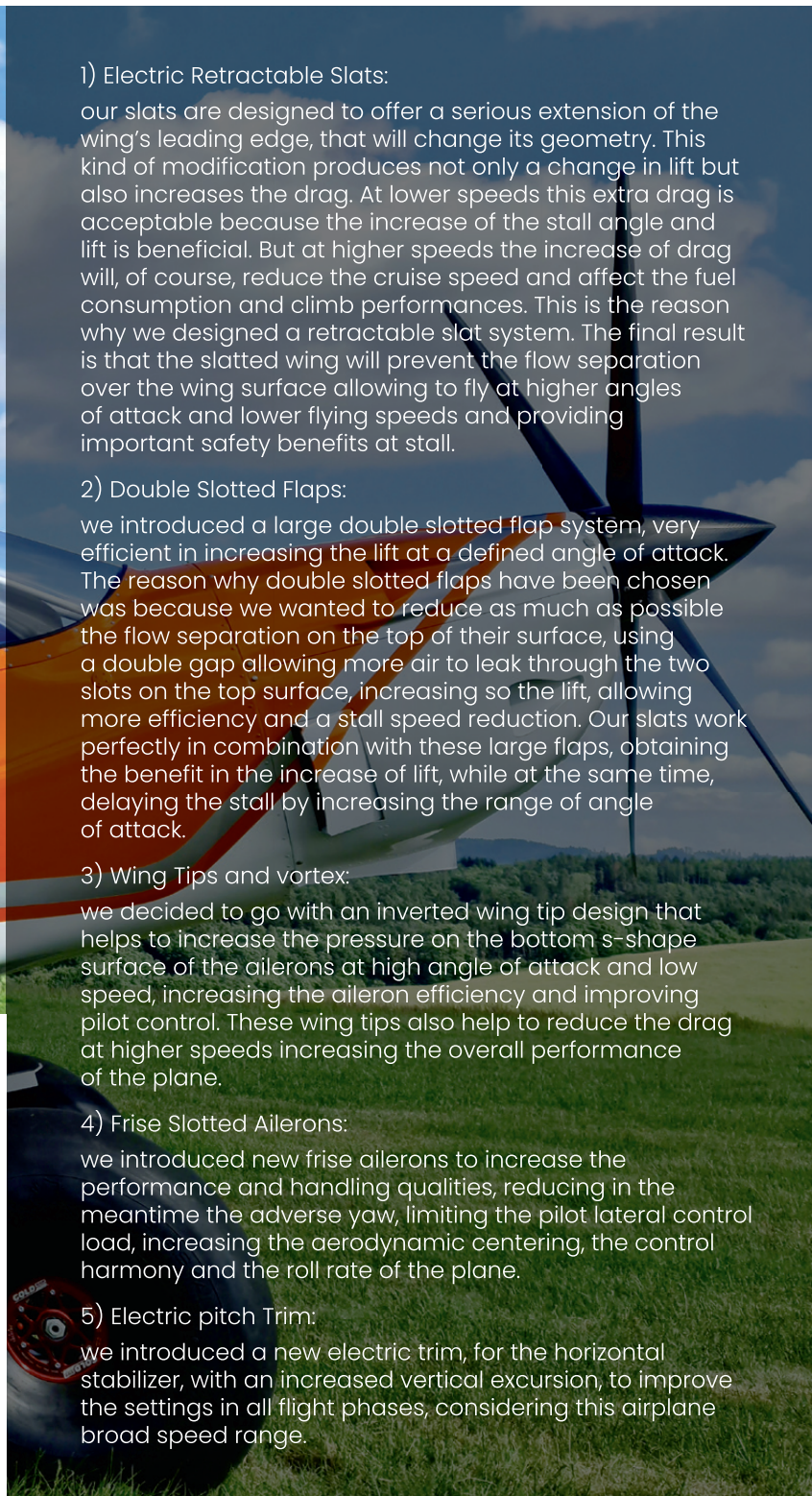
we decided to go with an inverted wing tip design that helps to increase the pressure on the bottom s-shape surface of the ailerons at high angle of attack and low speed, increasing the aileron efficiency and improving pilot control. These wing tips also help to reduce the drag at higher speeds increasing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

4) Frise Slotted Ailerons:

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

5) Electric pitch Trim:

we introduced a new electric trim, for the horizontal stabilizer, with an increased vertical excursion, to improve the settings in all flight phases, considering this airplane broad speed range.

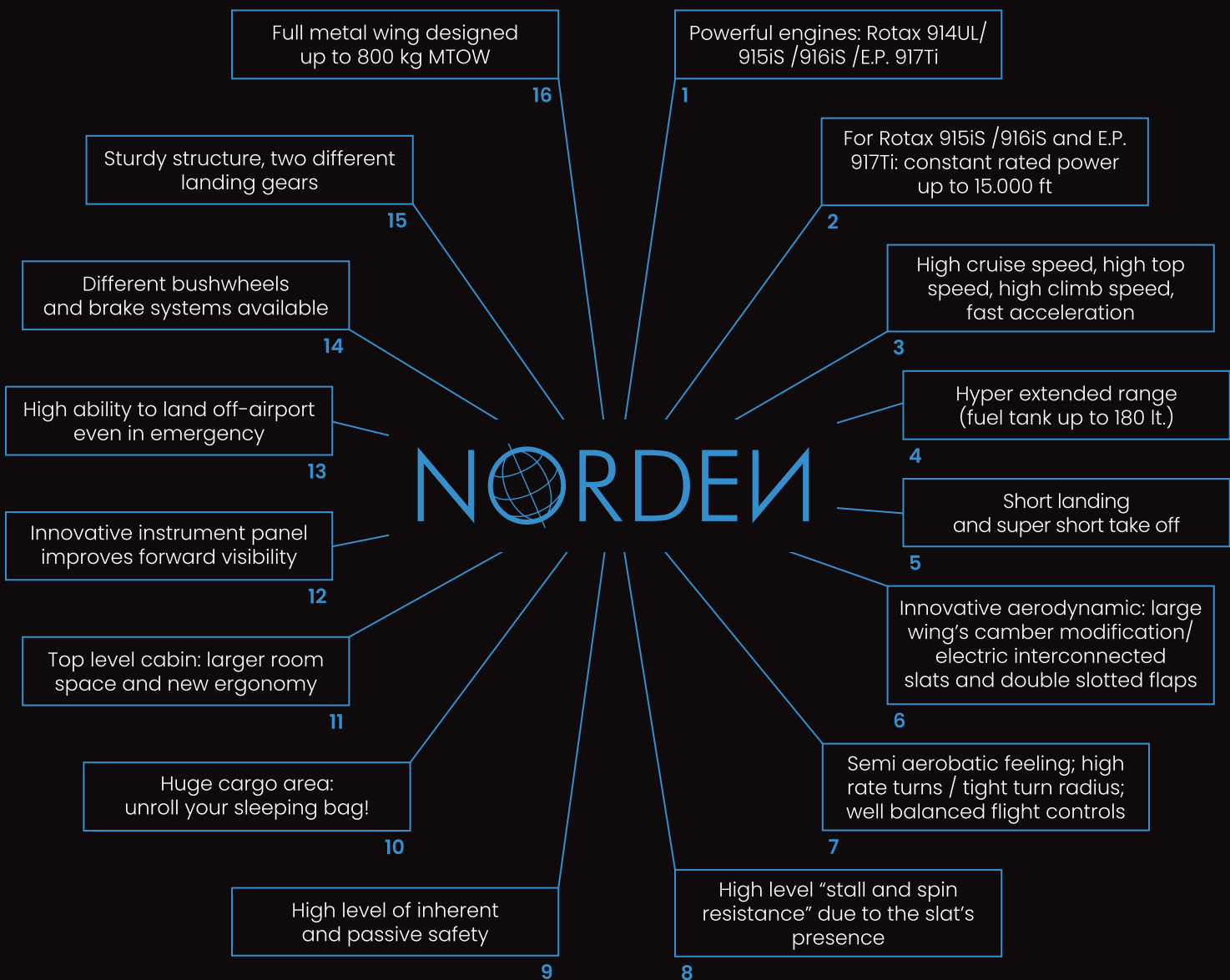


PERFORMANCE AND SAFETY

Since the very beginning, one of the basic principles in this new project, has been the intention to gather in one single aircraft, all the desirable flying peculiarities and characteristics, a modern bush pilot could wish in our vision.



NORDEM



In synthesis, the Norden with its advanced aerodynamic, the inherent safety due to its High Lift Devices and solid structure, the availability of different powerful engines, the room space of his cabin mixed with its high cruising speed and the extended autonomy and the flight controls remarkable authority, allow to expand new scenarios for these kinds of aircraft and offer maneuverability qualities unencountered in airplanes of the same category.

BUILD YOUR OWN NORDEN

The Norden is available as an advanced Ultralight in the 600 kg class (mainly in Europe) and as an LSA in USA, Australia, Israel, South Africa and other Countries. The two versions differ from options and other technical specs, contact your dealer for more informations.

PAINT SCHEME 01



PAINT SCHEME 02



PAINT SCHEME 03



PAINT SCHEME 04



PAINT SCHEME 05



PAINT SCHEME 06



OPTIONALS

- **Paint schemes:** deluxe or even custom paint schemes offered
- **Engine power:** from 115 to 180 hp
- **Propellers:** carbon ground adjustable or CS props from 193 to 203 cm diameter
- **Fuel tanks:** up to 140/180 lt.
- **Landing gear:** porter style \varnothing 63,5 mm
- **Wheels:** double brake calipers
- **Bush tires:** 26"/29"/31"
- **Carbon parts:** cowling, instrument panel, floorboards, extended baggage, wing tips, slats, flaps
- **Seats:** carbon with or without leather
- **Instrument panel:** up to 7" Garmin, Kanardia, Dynon "full EFIS package"
- **Colors for interiors:** 8 colors for leather, instrument panel, seat belts, countless stitching threads
- **Cargo area:** extended carbon baggage
- **Camping:** tailored and super light mattress and pillow to sleep inside the plane

NORDEM

POWER PLANT

ENGINE

Standard:
Rotax 915 iS
141 hp/5800 rpm

Optional:
Rotax 914 UL
115 hp/5800 rpm

Or:
Rotax 916 iS
160 hp/5800 rpm

Or:
Edge Perf. 917 Ti
180 hp/5800 rpm

PROPELLER

Standard:
200 cm
(78,7") Wooden Prop

Optional:
4 blade
Carbon Prop 203 cm
Ground Adj. (80")

Or:
Constant speed Prop
193 cm (76")

CAPACITIES

FUEL TANK CAPACITY

Standard:
100 lt (26,5 U.S.Gal.)

Optional:
• 140 lt (37 U.S.Gal.)
• 180 lt (47,5 U.S.Gal.)

FUEL CONSUMPTION

75%: ~25,2 lt/h (~6,65 U.S.Gal./h)

DIMENSIONS

WING SPAN

903 cm (29,6 ft)

LENGTH

707 cm (23,2 ft)

HEIGHT WITH AL.BW

225 cm (88,5")

WING SURFACE AREA

- 14,4 m² (155 sq ft)
clean wing
- 16 m² (172,5 sq ft)
with flaps/slats
extended

CABIN WIDTH

76 cm (30")

CABIN HEIGHT [Pilot position]

140 cm (55")

WEIGHTS

MAX TAKE-OFF WEIGHT

600 kg (1.322 lbs)

EMPTY WEIGHT

including optional
light weight program
and Rotax 915 iS:
from 365 kg (804 lbs)

USEFUL LOAD

235 kg (518 lbs)

LOAD FACTOR

+6/-3 G

PERFORMANCES *

VNE

235 km/h (146 mph)

MAX SPEED S.L.

215 km/h (134 mph)

STALL SPEED

55 km/h (34 mph)
WITH FULL FLAPS/SLATS

CRUISING SPEED

185 km/h (115 mph)
[Ground Adj. Prop.]

CRUISING SPEED

200 km/h (124 mph)
[Constant Speed Prop.]

CLIMB RATE

up to 1.800 fpm (single pilot)

SERVICE CEILING

> 15.000 ft

RANGE 65%

up to 1.365km (850 miles)
with optional 180 lt fuel tank

TAKE-OFF ROLL at MTOW

<70 m (224 ft)

TAKE-OFF ROLL

30 mt (98 ft) [single pilot]

LANDING ROLL at MTOW

<80 m (256 ft)

CROSS WIND COMPONENT (MAX.)

25 km/h (15 mph)

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



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dealer