ZLIN Savage Cub Model Guide

The ZLIN Savage Cub is a single-engine piston aircraft built by Zlin Aviation s.r.o. in the Czech Republic. The supplied inputs contain no performance, weight or price data. They hold only a Zlin Safety Alert on control-cable condition, so this guide focuses on what to inspect before you buy.

KEY TAKEAWAYS

- A Zlin Safety Alert covers all Savage planes and models. Ask the seller for proof it was complied with.
- Check the stainless control-wire sleeves for corrosion, especially if the aircraft was based near the sea.
- Rudder cables should be 3mm. On aircraft built before 2006, confirm Safety Alert Nº1 was applied.
- No performance, weight or price data was supplied. Get these from the POH and the seller.

RUDDER CABLE AND PULLEY CHECK

The Maintenance Manual requires a complete check of the rudder cables in the daily pre-flight. Press the pedals to move them, look at the cables under the pulleys, and check tension and alignment. Any minor cable wear means replacing the cable. Heavy flight-training use can wear cables sooner than light private flying.

WIRE SLEEVE CORROSION CHECK

One Savage Cub, 9 years old with 780 logged hours, was hangared near the sea. It showed swelling around the sleeves, and the black heat-shrink tube hid deep corrosion. Inspect the sleeves on the aileron, rudder, stabilizer and flap wires. Stabilizer and flap wires do not apply to Shock Cub and Shock Ultra. If the sleeves are good, reseal them with Tesa tape. If any are corroded, replace them all before the next flight.

SAFETY NOTES

> - Corroded sleeves must be replaced immediately, before the next flight. Send photos to Zlin if you are unsure.
> - Zlin says worn cable must be replaced. Check the second cable too, because it showed wear in the same place as the failed one.

AI-aggregated guide for the ZLIN Savage Cub · sources: Safety Alert (#100286) · generated 2026-11-25 · Reference only, not for flight. Check the original documents before relying on this guide.