

Z-526 Trenér Master

eduard

1/48 Scale Plastic Model Kit

ProfiPACK
edition



item No. 82185

The small and simple sport plane, which was designed three quarters of a century ago is still popular today, and also a first class legend for many.

In 1946, the Ministry of Defense of the then Czechoslovakia demanded an aircraft for the training of future military pilots. It was to be a new domestic design with tandem cockpit arrangement allowing complex pilot training, including aerobatics or night flying. The design team was led by the director of the Zlín Aviation Company Karel Tomáš, former co-founder of the Letov factory and chief designer of the Tatra aviation department in mid-30s. Tatra was manufacturing licensed Bückers Bü 131 but later continued with the aircraft of their own design such as Tatra T-101 and T-201. It was no wonder Karel Tomáš based the design of the new type on the T-201, however, he led the design team remotely, because he had to leave for Avia in 1946 and further development of the Trenér was subsequently taken over by Svatopluk Zámečník and Jiří Navrátil. The new trainer was of mixed construction with a welded tube frame fuselage covered in the middle and rear part with canvas. The wing was all-wood, with canvas cover from the spar to the trailing edge. The tail surfaces were also of wooden construction, the rudders covered with canvas. The landing flaps were electromechanically operated, the brakes were hydraulically operated. A Walter Minor 4-III four-cylinder engine with a maximum output of 77 kW (105 hp) was selected and mated with the wooden propeller of the V-26.

First changes

Factory pilot Ladislav Šváb flew the first prototype on October 20, 1947, and after the design of the team of Mr. Tomáš had been declared winner over the competing Praga E-112, serial production began in 1949 with the military designation C-5 and the civilian designation Z-26. Within two years, 163 of these aircraft were built, primarily for military training. However, aircraft were also supplied to aero clubs, and exported to Poland and Romania. Problems with the wooden wing led to its redesign to an all-metal structure. The shape of the wing was modified, as the originally bent trailing edge was "straightened". The tail surfaces were also given a metal construction, and the curved tips were consequently replaced by straight ends to simplify production. The hydraulic brakes were replaced by simpler mechanical ones. Some Z-26 and Z-126 aircraft received an electric starter, but these were later removed to save weight and replaced by a manual starter. In both cases they were flown solo from the front seat. Altogether, 166 of the Z-126 (military designation C-105) were produced and exported to eleven countries.

The six-cylinder introduced

Thanks to the Z-26 line, aerobatic training became a common thing in the Czechoslovakia, and also towing capability was recognized. However, the four-cylinder engine lacked power, so a six-cylinder Minor 6-III with 118 kW (160 hp) was installed, coupled with a towing propeller. The longer engine necessitated moving the oil

tank from the engine bulkhead to the root of the left wing, and some weight was saved by removing the instruments and controls from the forward cockpit, where only the seat remained. The electric control of the flaps was also removed and replaced with a mechanical one. All this created the "workhorse" of the aero clubs of the time, the Z-226B Bohatýr (Hero) tug.

Thanks to the experience with the Z-226B version, it was decided to build a trainer version, the Z-226T based on the six-cylinder design. And this version proved to be excellent aerobatic aircraft.

Another engine change

In the second half of the seventies, a shortage of Minor 6-III engines caused the need to retrofit four-cylinder Minor 4-III to the existing Z-226Ts. However, the oil tank in the root of the left wing was retained, as was the mechanical control of the flaps. This resulted in a total of 22 Z-126Ts built. Later, when the six-cylinder engines became available again, they were converted to the Z-226 standard, but in many cases, instead of the Minor 6-III the more advanced M-137 unit with 132 kW (178 hp) of maximum power was installed. This engine was also coupled to a wooden propeller, and depending on the intended use, either a cruising or a towing one could be installed.

From 1986, some Z-226Ms began to be converted to the Z-226MS version. The modification consisted of the installation of V-503A metal propeller with automatic pitch control. The development subsequently led to a modernized version Z-326 Trenér Master/C-305 and then a derivative version Z-526. Another significant modernization emerged in the form of the Z-726 type, which, however, was the swan song of the development of two-seat Trainers.

This kit: Z-526 Trenér Master

In 1957, design of the Trenér underwent a major upgrade. The aircraft received retractable landing gear, a new cockpit canopy, hydraulic brake controls and the ability to install additional fuel tanks on the wing tips. At the same time, the volume of the internal tanks was increased from 35 liters to 45 liters. The dihedral of the wing was also changed. The WM 6-III Minor engine was used, later replaced by the M-137 unit. The version powered by the latter was designated Z-326M. With the installation of the V-503A automatic propeller the Z-326MF version was born, while the installation of this propeller on the Z-326 with the Minor engine gave rise to the Z-526 version. A total of 61 Z-526s were built, some of which were converted to the M-137 engine, creating the Z-526M version. In 1969, the installation of the more powerful M-137A engine and V-503A propeller led to the Z-526F version. At the same time, structural modifications were made to the airframe in accordance with US FAR PART 23. Most of 173 units produced were exported, only few were left for use by the domestic aero clubs.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PLEASE, CHECK THE LATEST VERSION OF THE INSTRUCTION ON www.eduard.com

PARTS



DÍLY



TEILE



PIÈCES

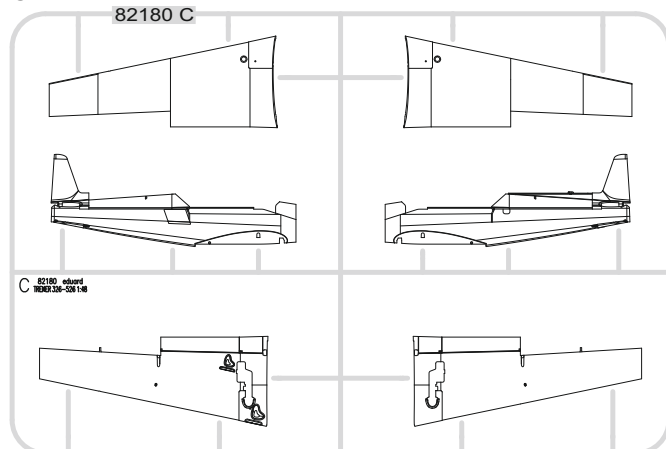


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PLASTIC PARTS

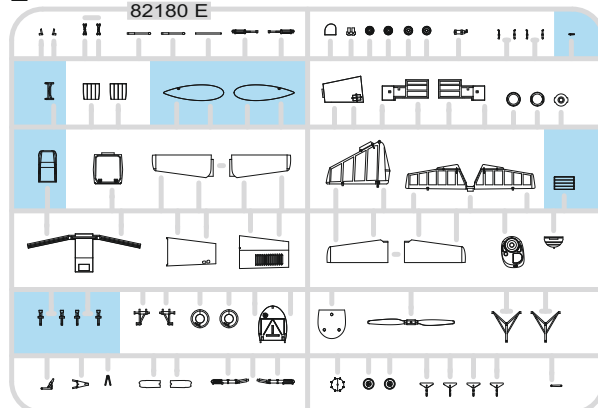
C>

82180 C



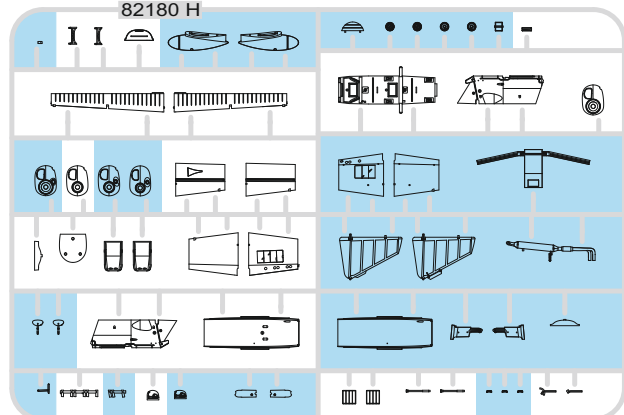
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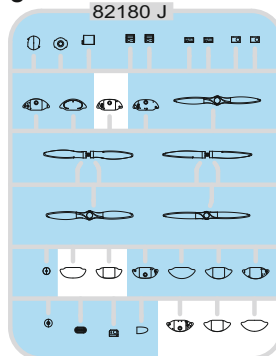
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82180 H



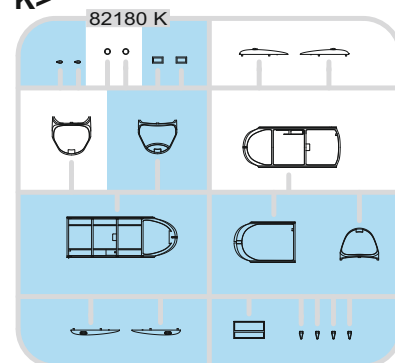
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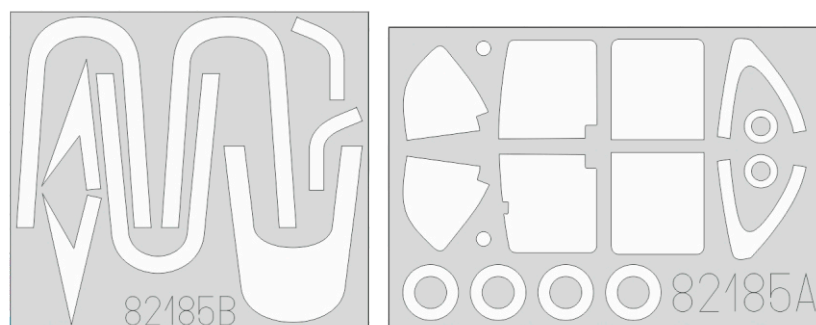


K>

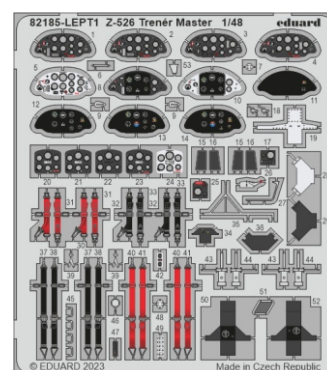
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eduard
MASK



PE - PHOTO ETCHED DETAIL PARTS

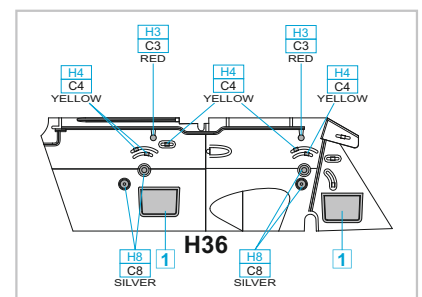
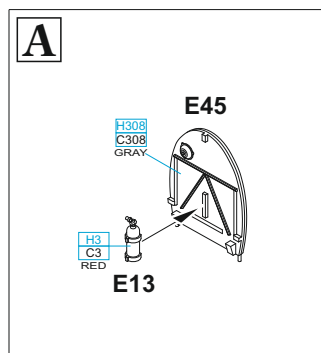
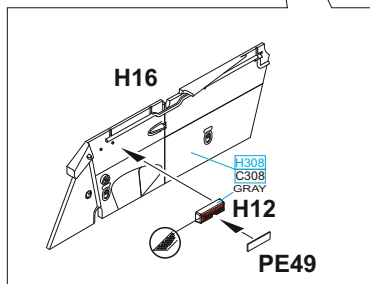
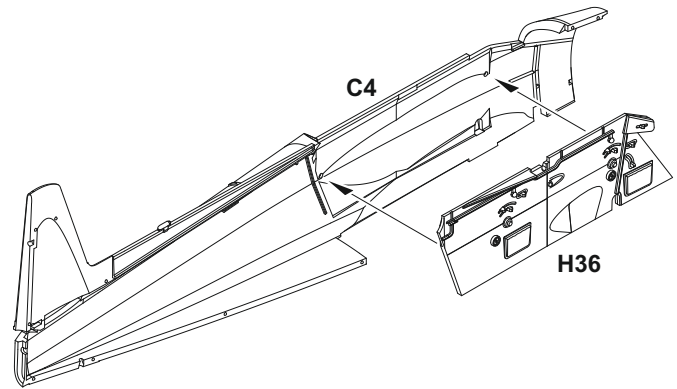
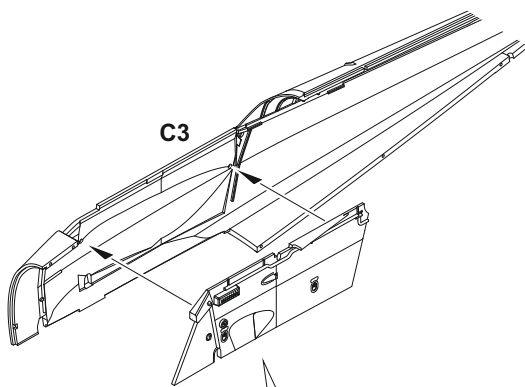




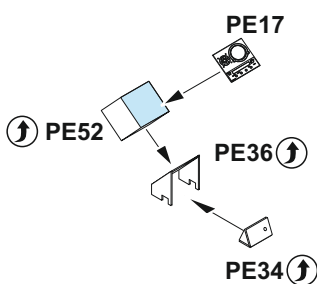
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H3	C3	RED
H4	C4	YELLOW
H8	C8	SILVER
H12	C33	FLAT BLACK
H14	C59	ORANGE
H15	C65	BRIGHT BLUE
H24	C68	ORANGE YELLOW
H25	C34	SKY BLUE
H33	C81	RUSSET
H63	C57	METALLIC BLUE GREEN
H74	C368	SKY
H77	C137	TIRE BLACK
H85	C45	SAIL COLOR
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H306	C306	MEDIUM GRAY
H308	C308	GRAY
H310	C310	BROWN
H323	C323	LIGHT BLUE
H325	C325	GRAY
H327	C327	RED
H413	C113	RLM04 YELLOW
	C25	SEAGRAY
	C158	RED
	C159	SUPER SILVER
Mr.METAL COLOR		
	MC214	DARK IRON
	MC217	GOLD
	MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM204	SUPER STAINLESS 2

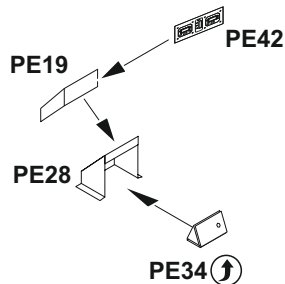
1 = H12 - MARKINGS **A, B, D, F**
C33 FLAT BLACK
H33 - MARKINGS **C, E**
C81 RUSSET



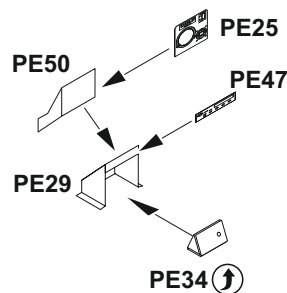
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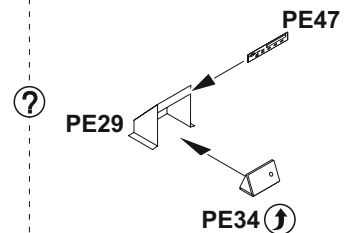
MARKING **C** ONLY



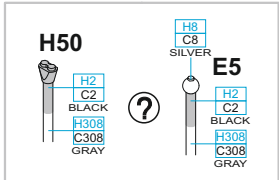
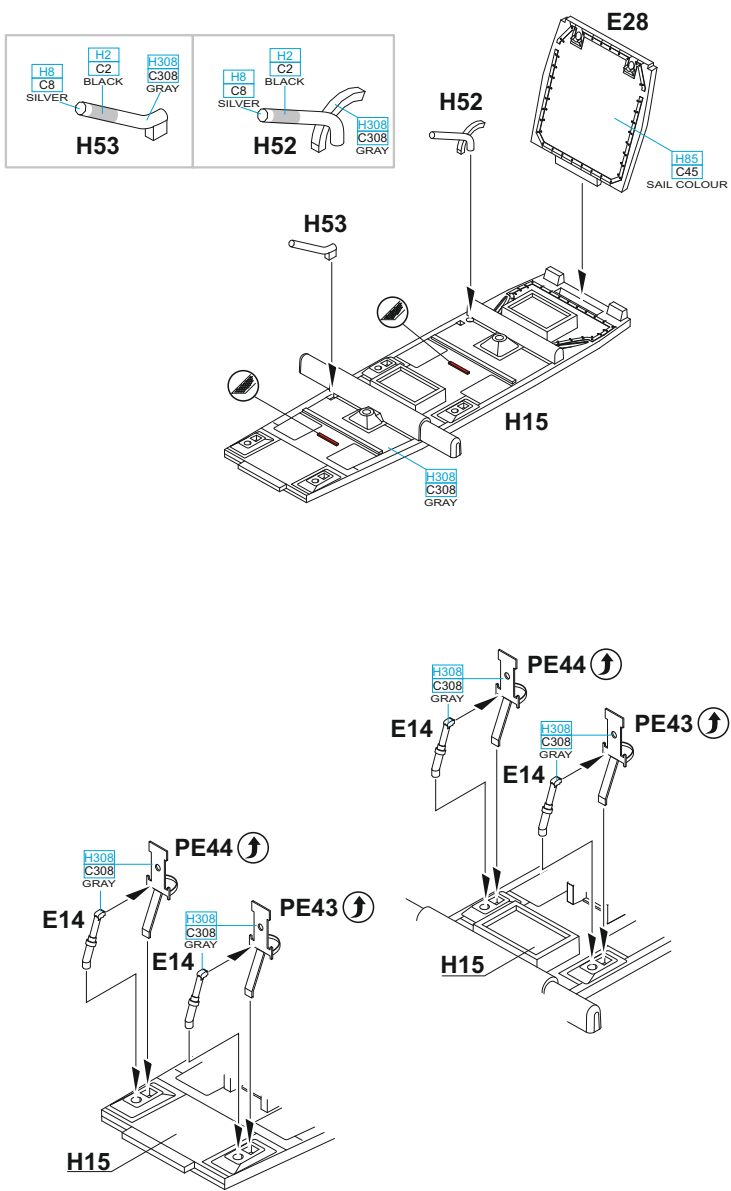
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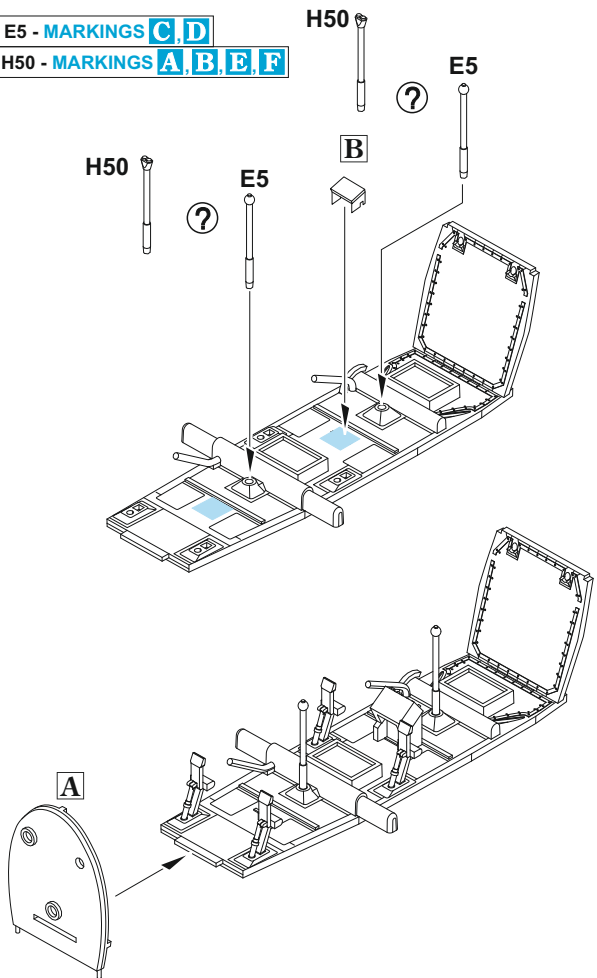
MARKINGS **B, D, F** ONLY



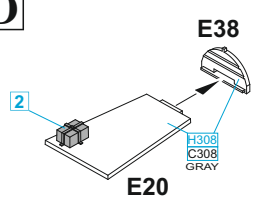
C



E5 - MARKINGS C, D
H50 - MARKINGS A, B, E, F

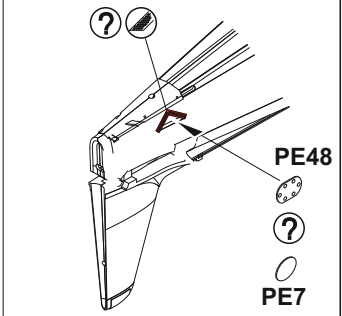
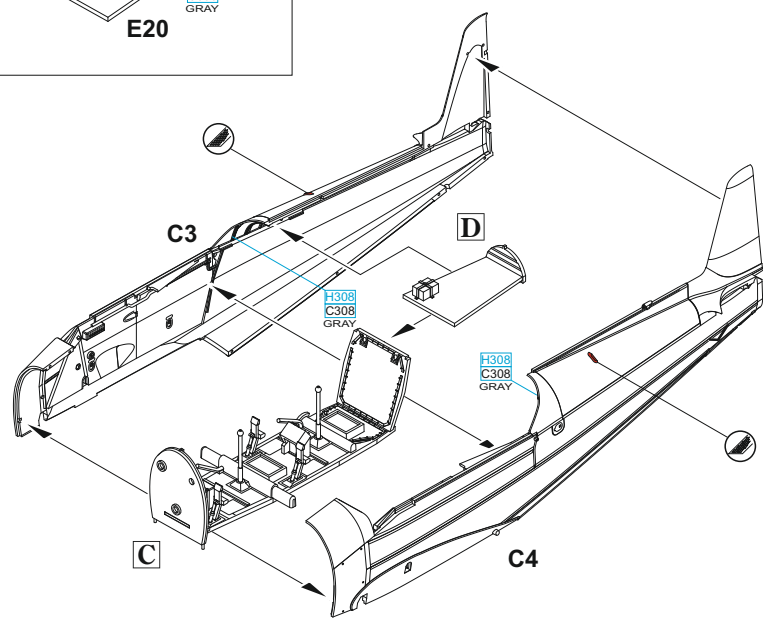


D

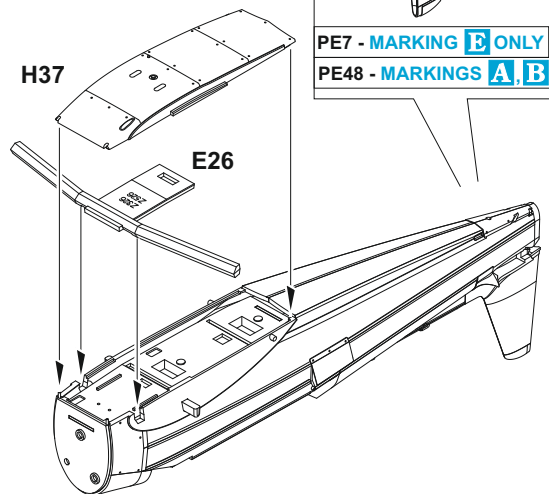


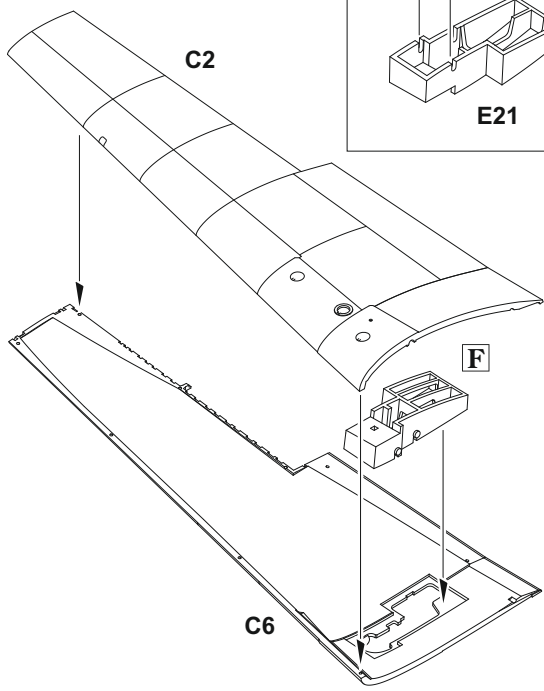
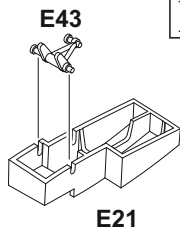
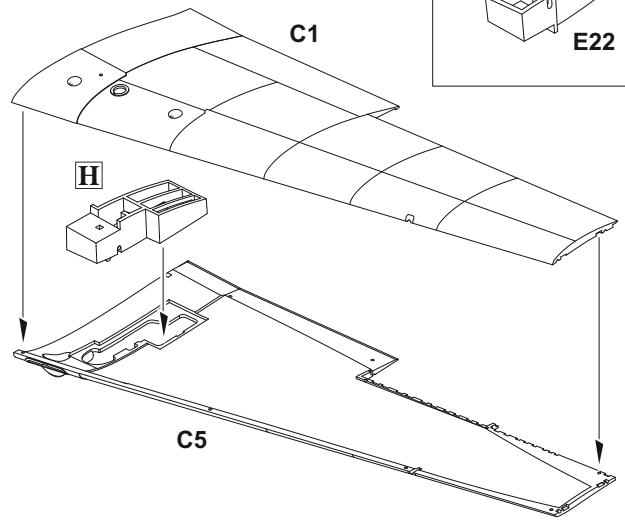
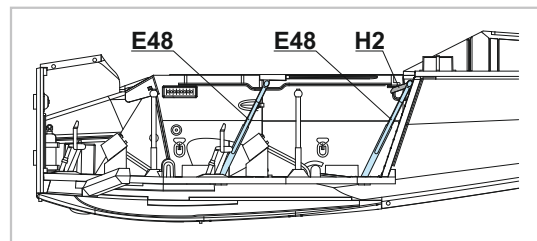
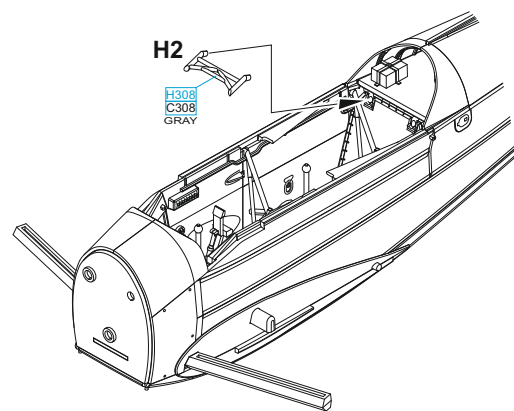
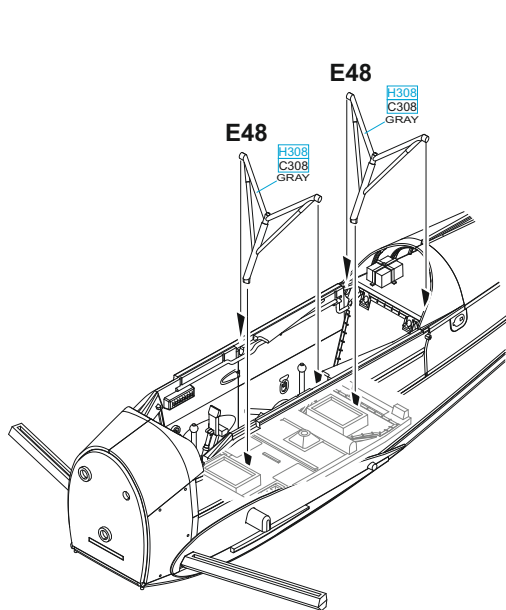
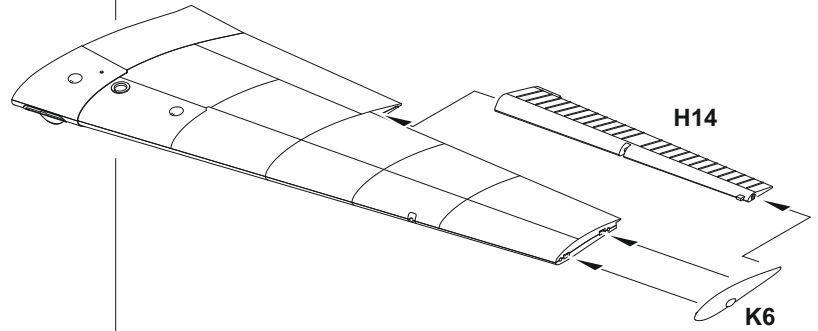
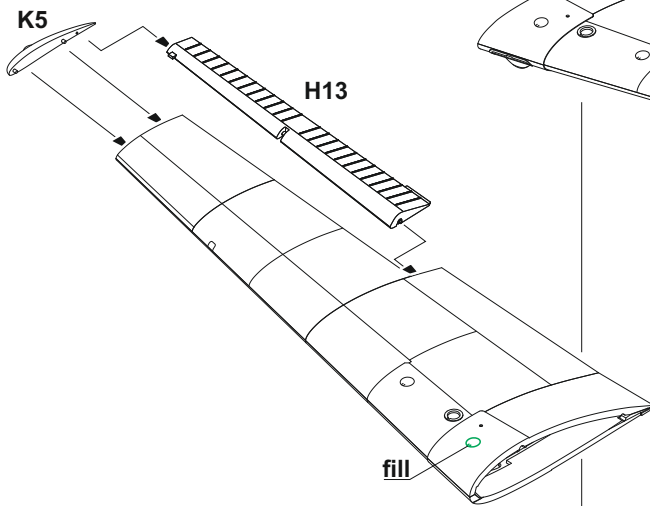
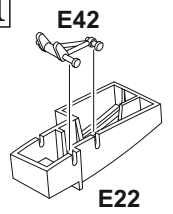
2 =
 H2 C2 BLACK - MARKING **A**
 H14 C59 ORANGE - MARKINGS **D, E**
 H3 C3 RED - MARKINGS **B, C, F**

MARKINGS A, B, C, E, F ONLY



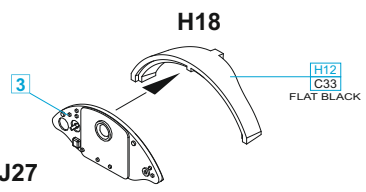
PE7 - MARKING E ONLY
PE48 - MARKINGS A, B, F ONLY



E**F****G****H**

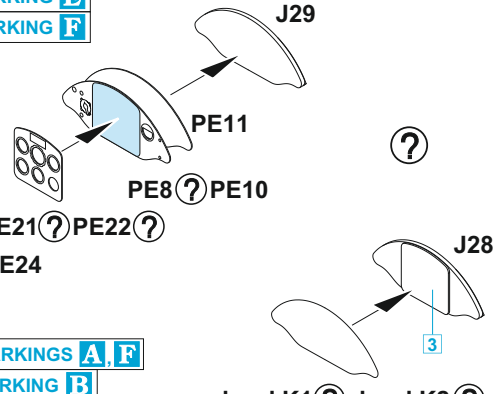
I

3 = H2
C2
BLACK - MARKINGS **A, B, C, D, E**
H308
C308
GRAY - MARKING **F**



- PE20 - MARKING **A**
- PE21 - MARKING **B**
- PE22 - MARKINGS **C, D**
- PE23 - MARKING **E**
- PE24 - MARKING **F**

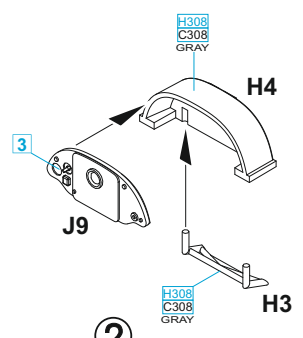
- J27
- PE8 - MARKINGS **A, B, C, D, E**
- PE10 - MARKING **F**



- PE20 ? PE21 ? PE22 ?
- PE23 ? PE24

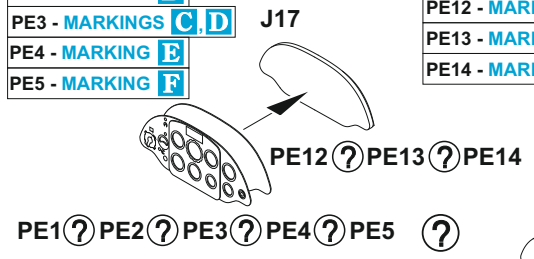
- decal K1 - MARKINGS **A, F**
- decal K2 - MARKING **B**
- decal K3 - MARKINGS **C, D**
- decal K4 - MARKING **E**

- decal K1 ? decal K2 ?
- decal K3 ? decal K4

J

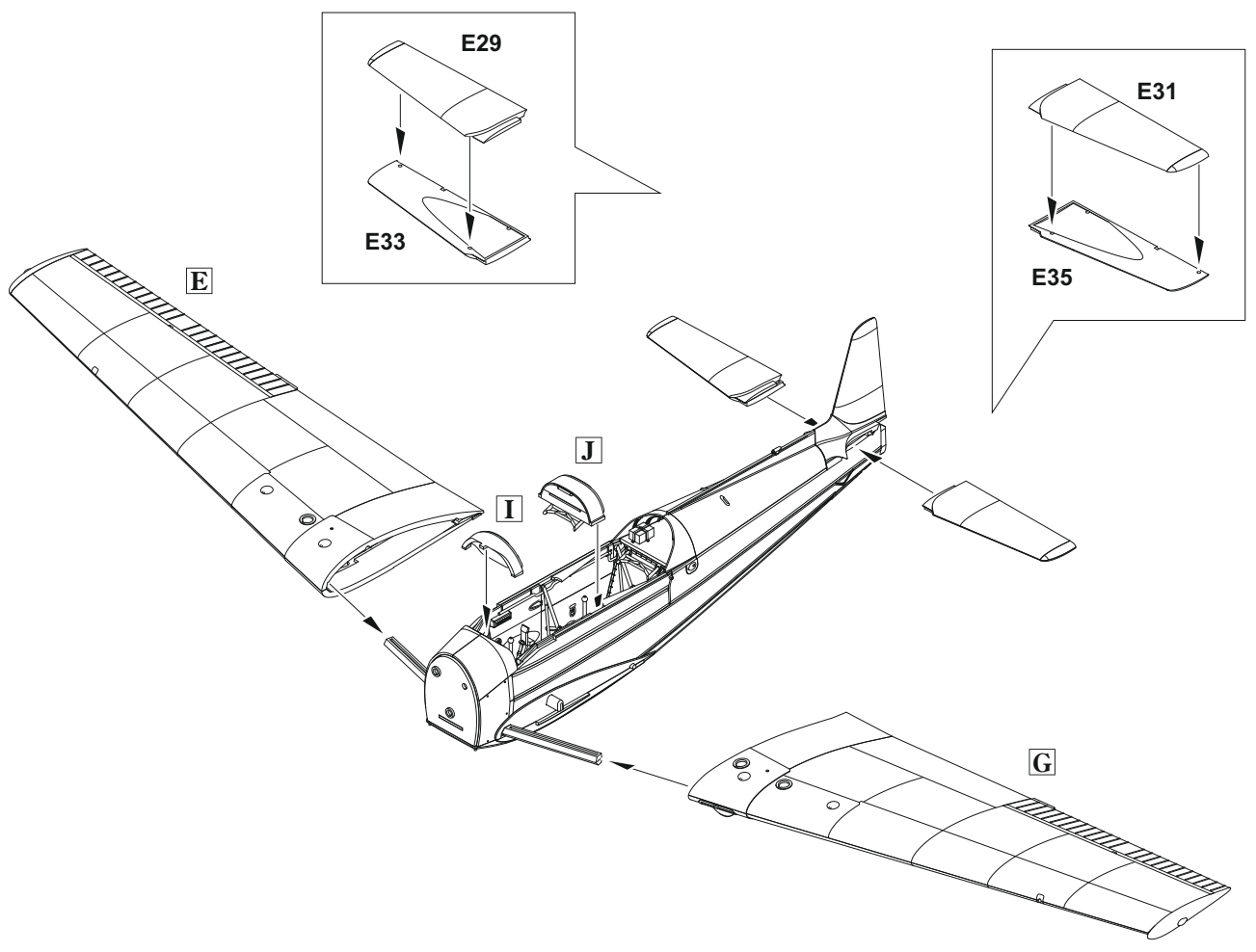
- PE1 - MARKING **A**
- PE2 - MARKING **B**
- PE3 - MARKINGS **C, D**
- PE4 - MARKING **E**
- PE5 - MARKING **F**

- PE12 - MARKINGS **C, D**
- PE13 - MARKINGS **E, F**
- PE14 - MARKINGS **A, B**



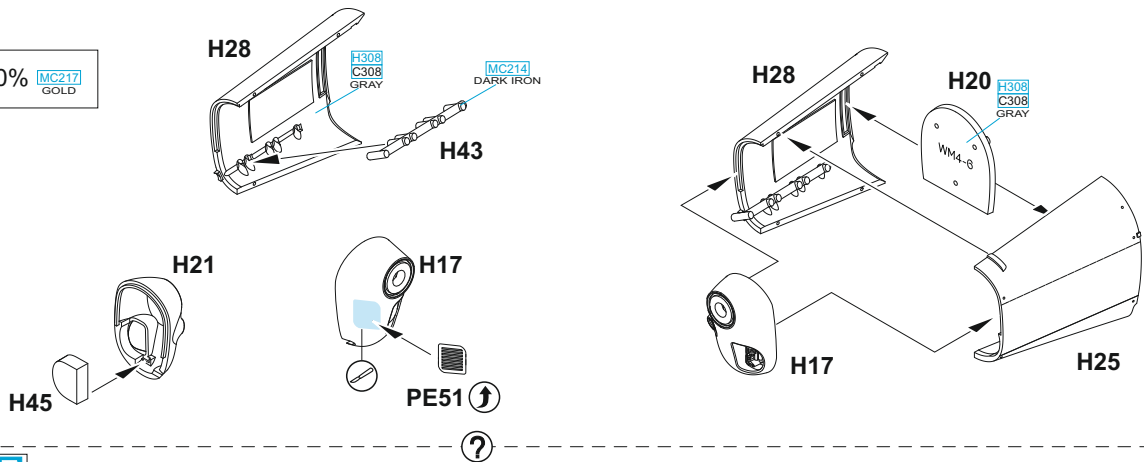
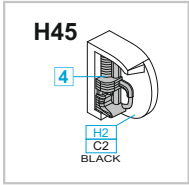
- decal K5 - MARKING **A**
- decal K6 - MARKING **B**
- decal K7 - MARKINGS **C, D**
- decal K8 - MARKING **E**
- decal K9 - MARKING **F**

- decal K5 ? decal K6 ? decal K7 ?
- decal K8 ? decal K9

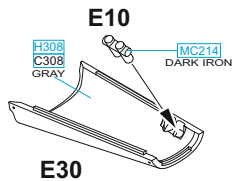
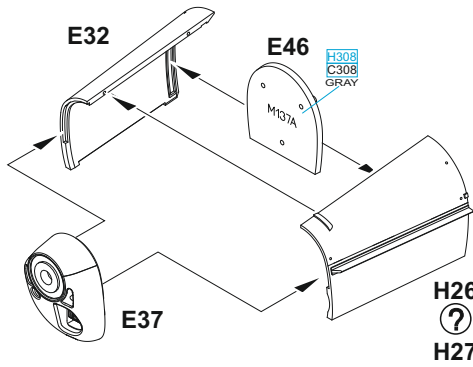
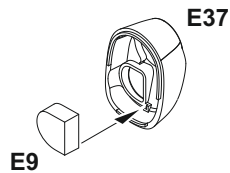
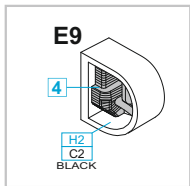


K MARKING **C**

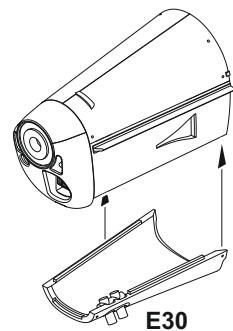
4 = 90% **MC218** ALUMINIUM + 10% **MC217** GOLD



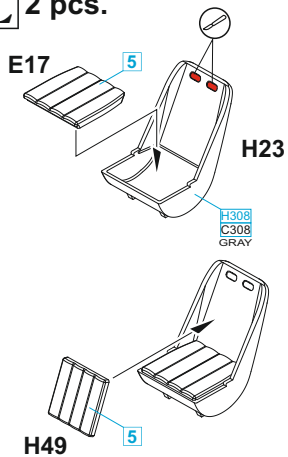
MARKINGS **A, B, D, E, F**



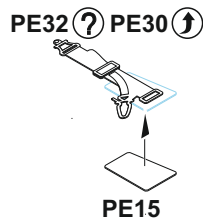
H26 - MARKINGS **A, E, F**
H27 - MARKINGS **B, D**



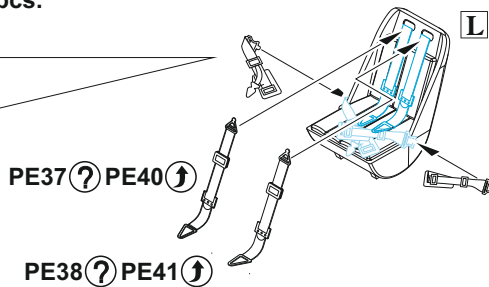
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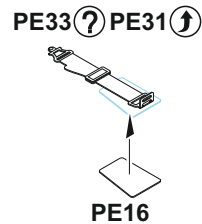
2 pcs.



2 pcs.



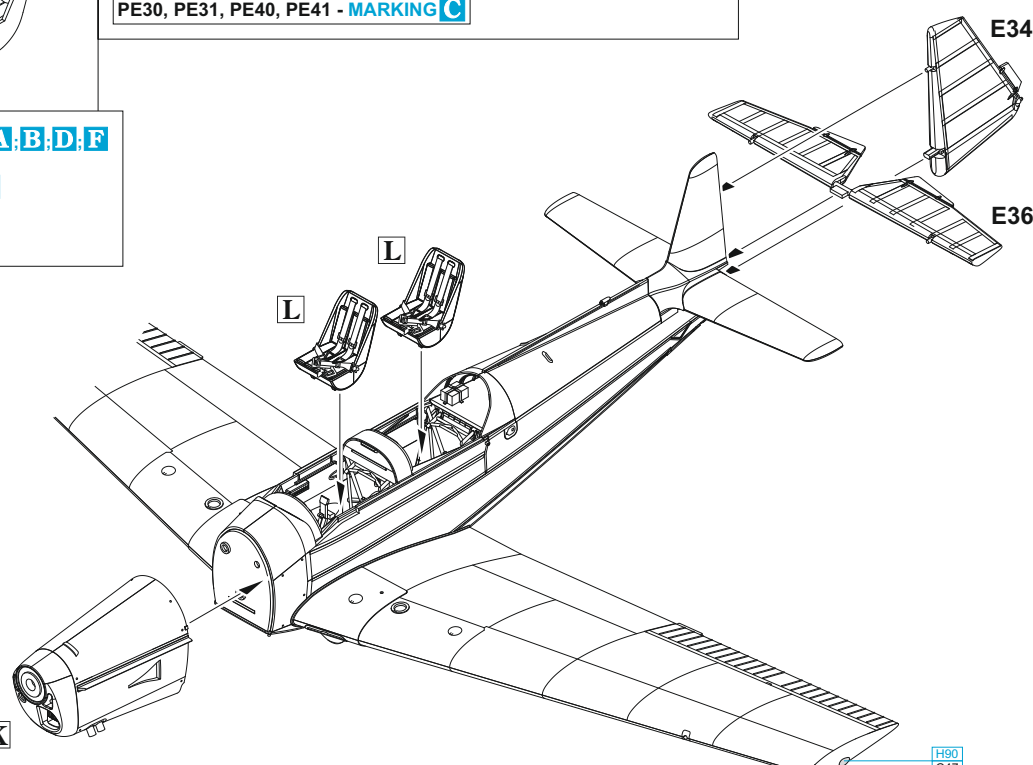
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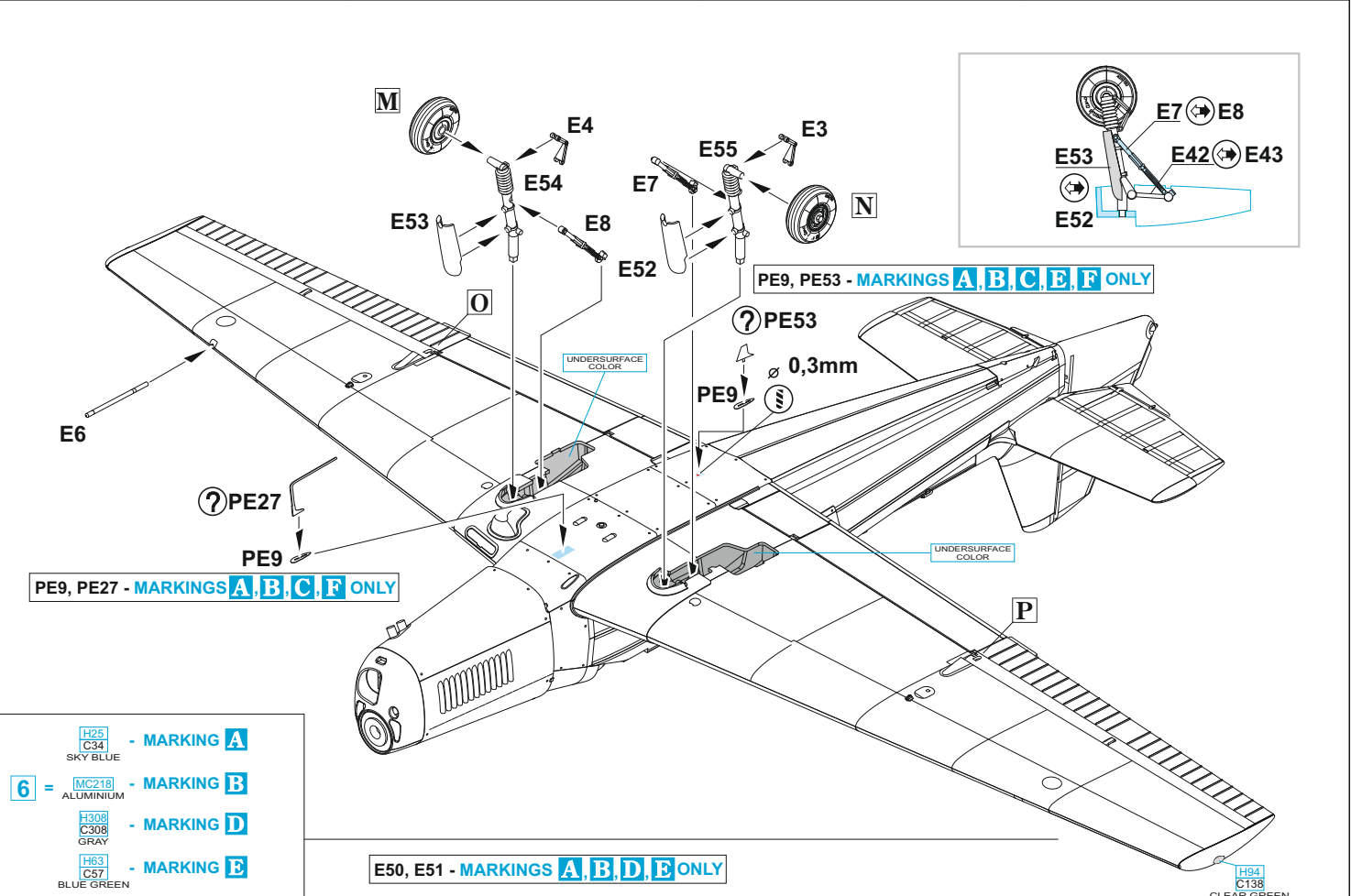
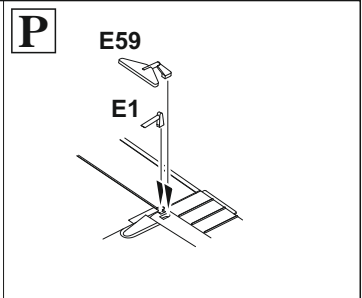
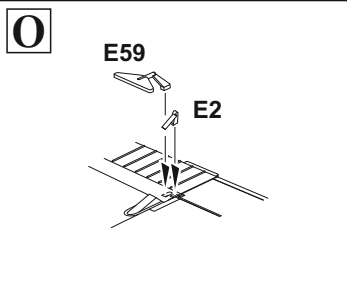
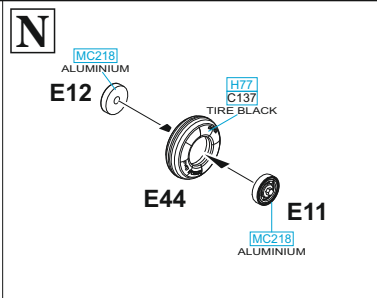
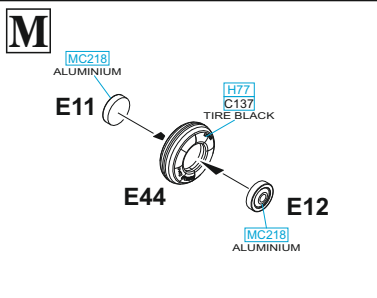


PE15, PE16, PE32, PE33, PE37, PE38 - MARKINGS **A, B, D, E, F**
PE30, PE31, PE40, PE41 - MARKING **C**

5 = **H85** C45 SAIL COLOUR

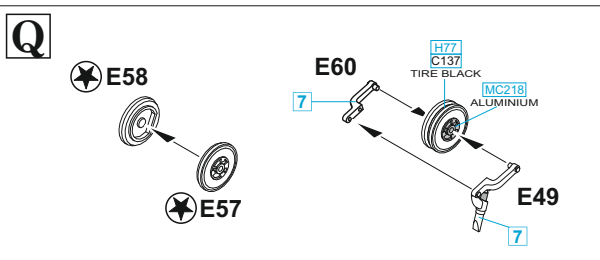
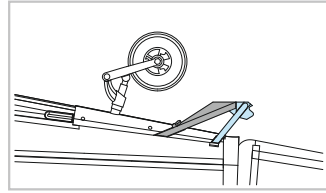
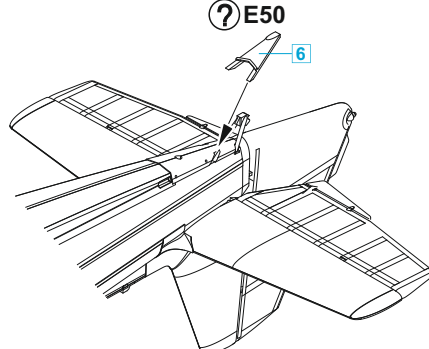
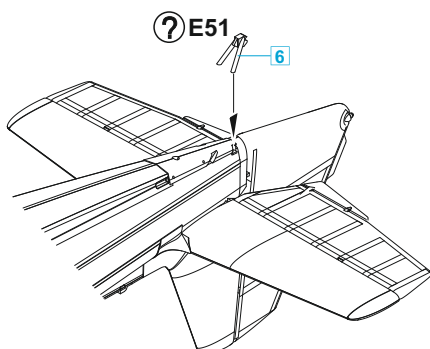
H306 C306 MEDIUM GRAY



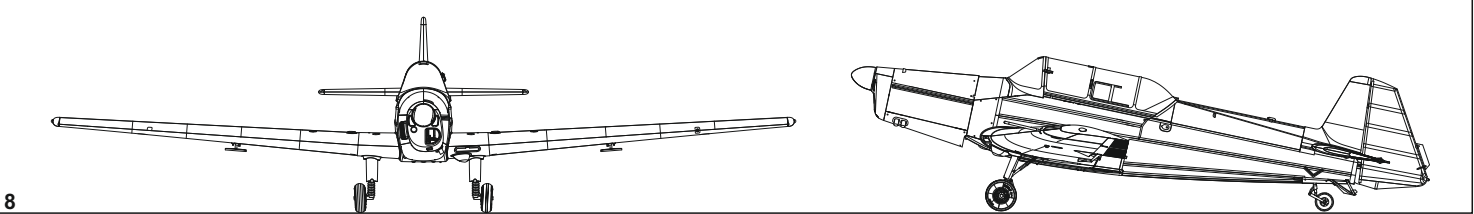
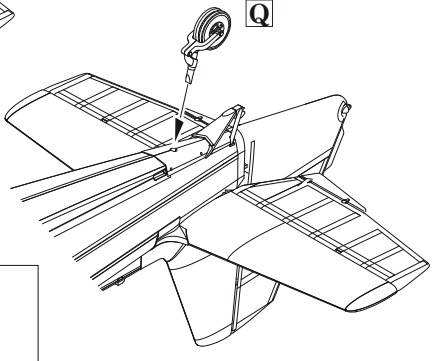


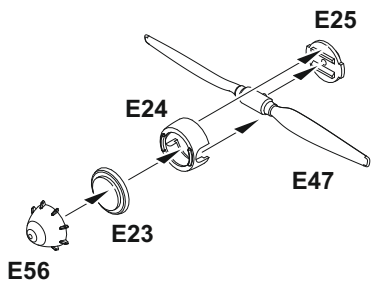
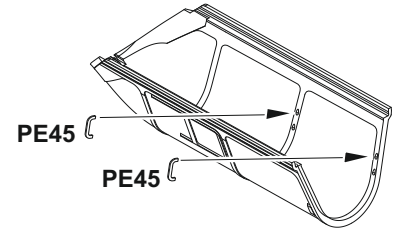
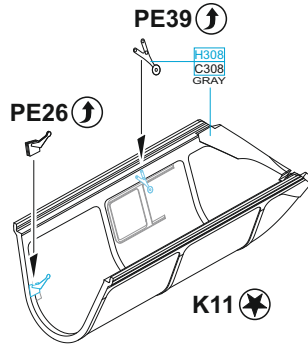
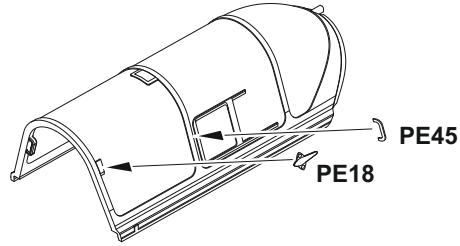
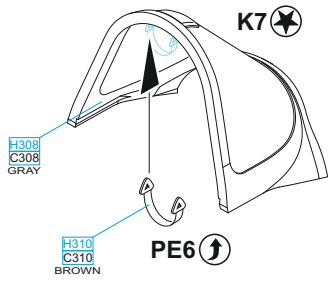
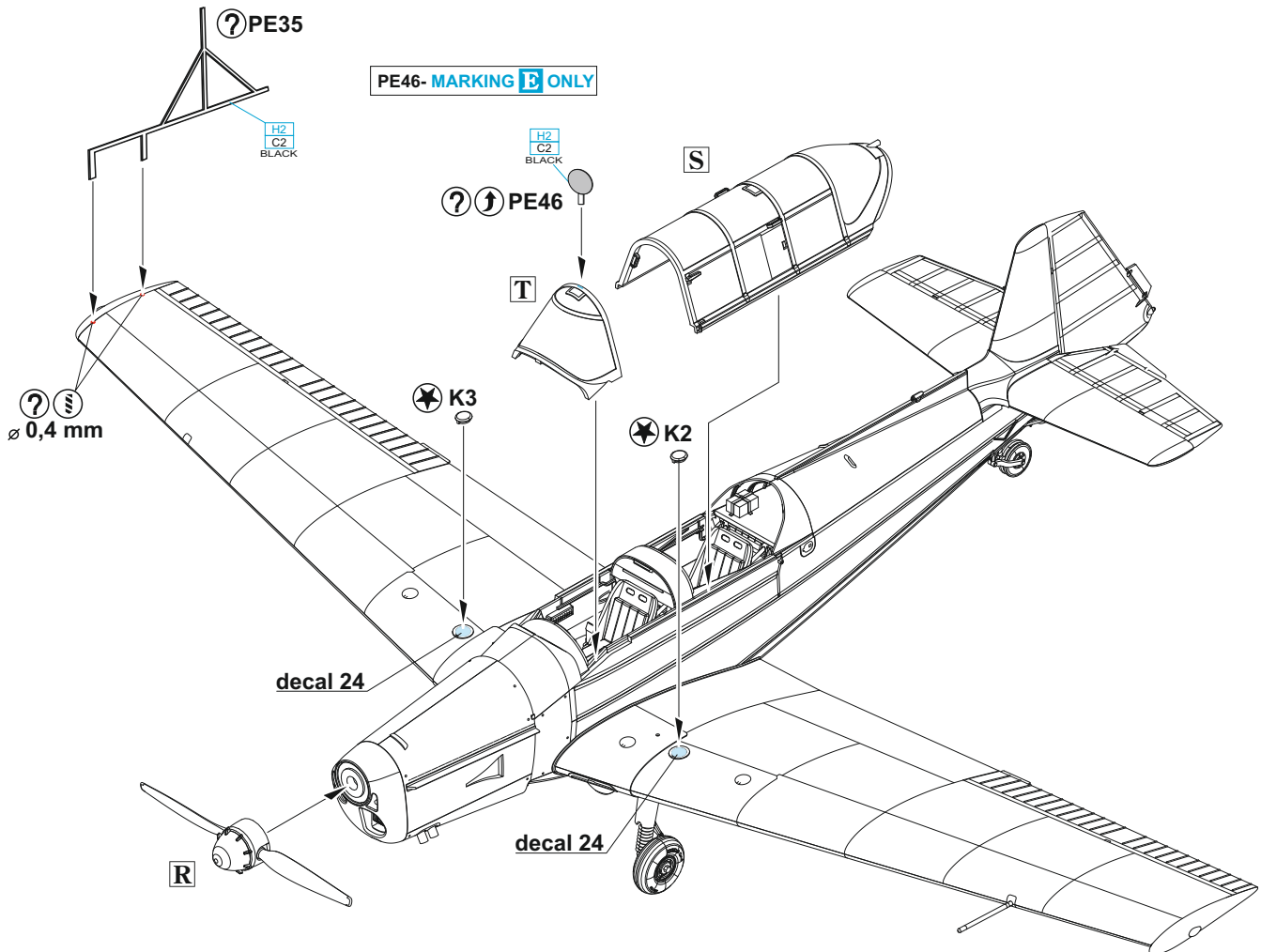
- H25 C34 - MARKING **A**
SKY BLUE
- 6** = MC218 - MARKING **B**
ALUMINIUM
- H308 C308 - MARKING **D**
GRAY
- H63 C57 - MARKING **E**
BLUE GREEN

E50, E51 - MARKINGS **A, B, D, E** ONLY



- H74 C368 SKY - MARKINGS **A, B, D**
- H308 C308 GRAY - MARKINGS **C, E, F**
- 7** =

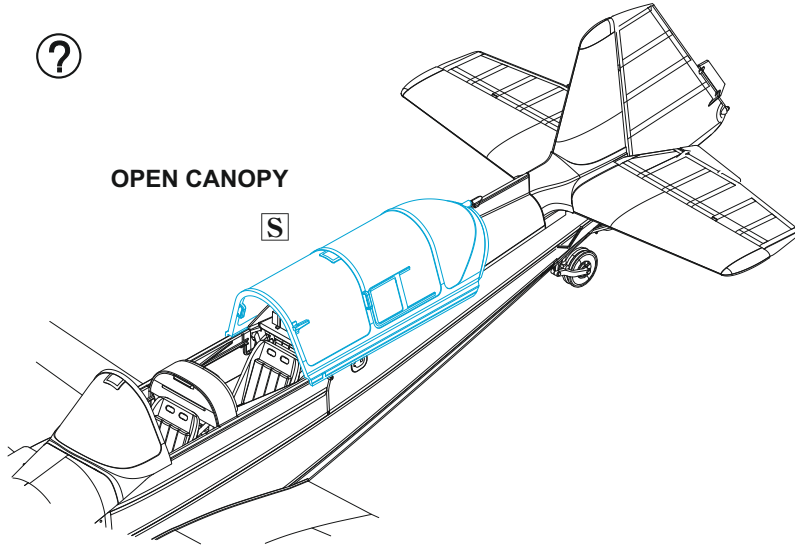


R**S****T****PE35- MARKING F ONLY****PE46- MARKING E ONLY**

?

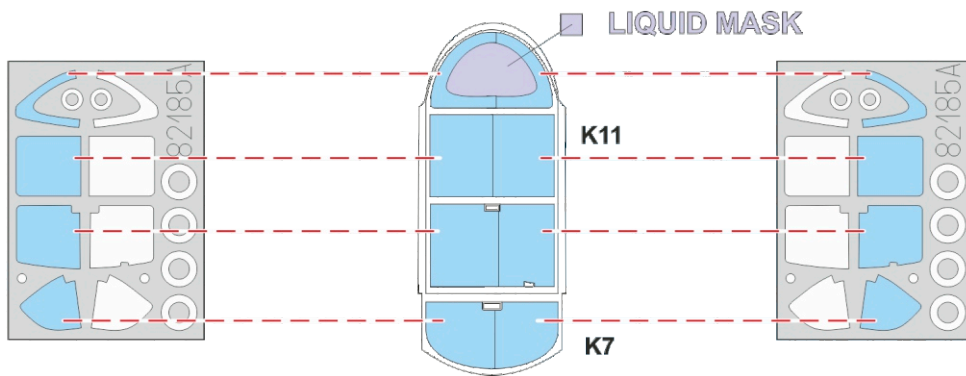
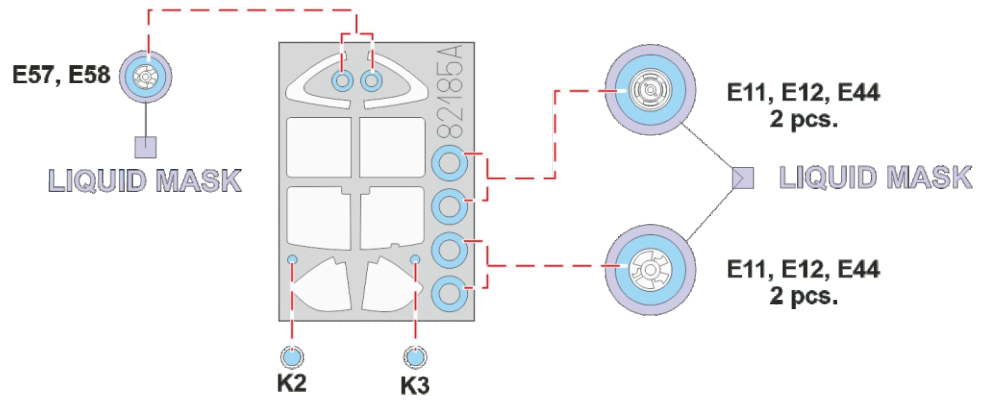
OPEN CANOPY

S



eduard
MASK

82185 A



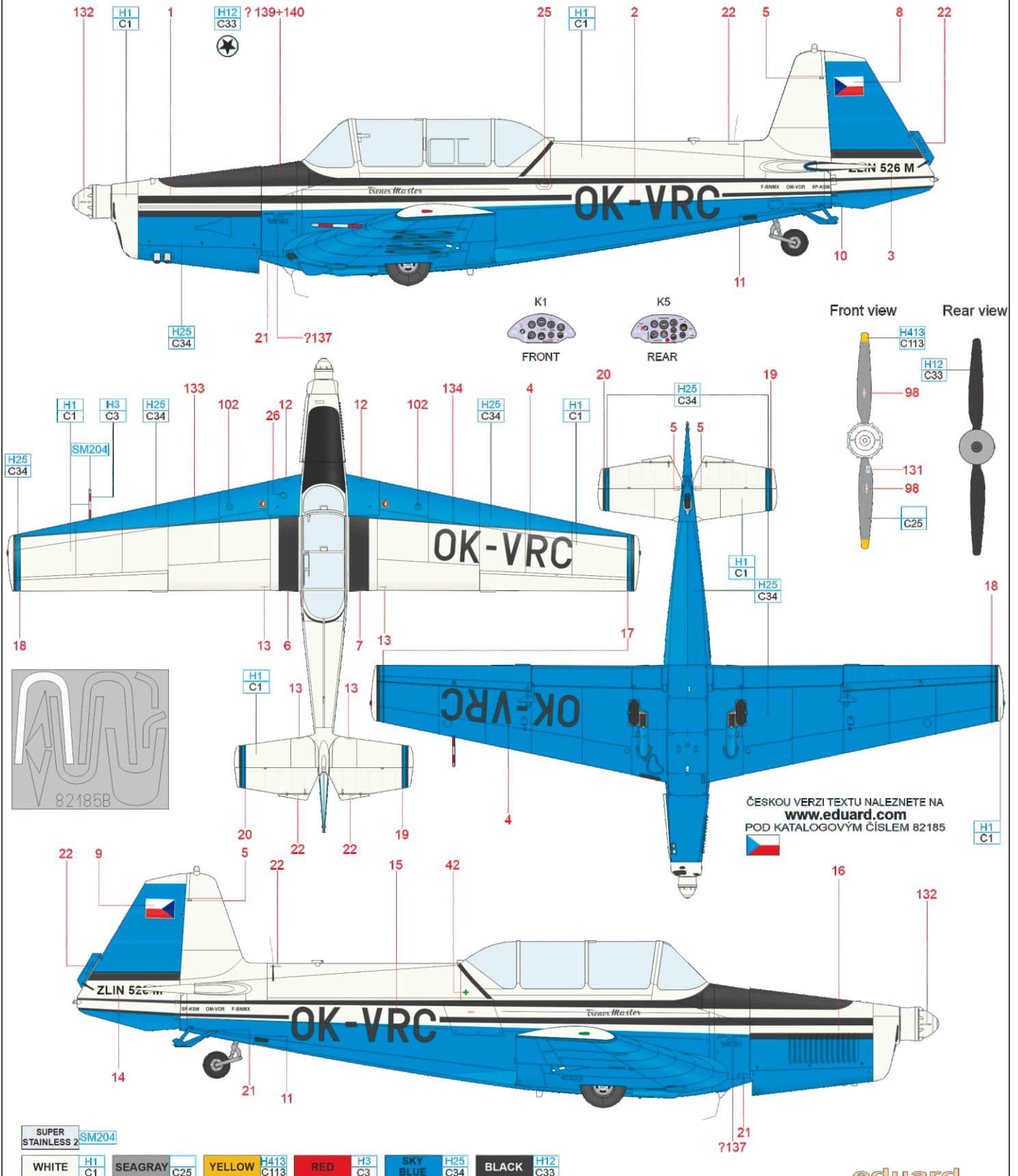
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MASK

82185 B



A Z-526 M, s/n 909, OK-VRC, private, Líně airfield, Czech Republic, 2022

The aircraft, which today flies in an attractive blue and white livery and whose home is either Hangar 3 at the airfield in Líně or the airfield in Rakovník, was produced in 1966 as Z-326. It was test-flown on June 6 of that year and then went to a customer in France, where it flew with the F-BNMX matriculation until 1977. It was then stored and in December 1992 was imported back to the Czechoslovakia by ZLÍN-AVION service company. In 1994 it was overhauled, and the main spar and wings were replaced with new ones. At the same time it was converted to Z-526M. It was then sold to Slovakia, where it flew until 2007 in Aero Club Holíč as OM-VOR. The next stage of this aircraft was Nowy Sacz, Lososina Dolna airfield, Poland, where it received SP-KSM matriculation. On July 2, 2008, pilot made an emergency belly landing with it right at a road intersection after accidentally draining fuel from the gravity tank. The aircraft was reacquired and transported to Otokovice, where repairs followed, combined with an overhaul and installation of a new right wing. All this was done under the charge of the new owner, who brought the aircraft in 2010. The aircraft received a new registration and livery in the spirit of the scheme in which the OK-VRB and OK-VRF Trenér aircraft flew in the sixties.



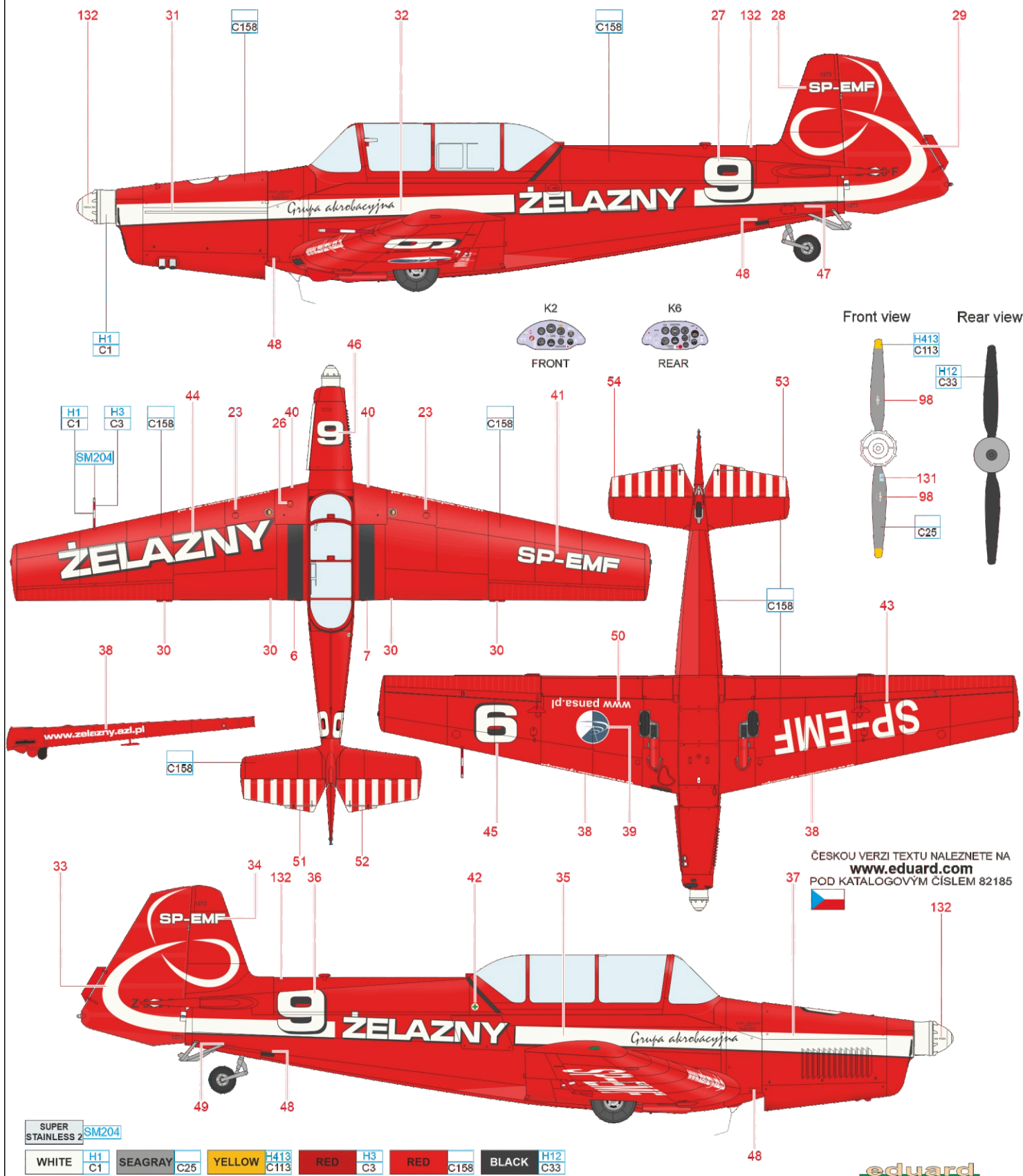
SUPER STAINLESS 2 SM204

WHITE H1 C1 SEAGRAY C25 YELLOW H413 C113 RED H3 C3 SKY BLUE H25 C34 BLACK H12 C33

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B Z-526F, s/n 1273, SP-EMF, Grupa Akrobacyjna Żelazny, Poznań, Poland, summer 2012

The aircraft was produced in 1973 and subsequently sold to a Polish aeroclub. In December 1999, an aerobatic group was established at Zielona Góra Airport, sponsored by the then emerging Żelazny hardware store chain. The group started with two Z-526AFS and one Z-50LA aircraft. One Z-526F was added to the lineup in 2001. The pilots of the group amazed with their skills at airshows not only in Poland, but also in Germany. In 2004, Lech Marchelewski became its leader and three years later the group started to rehearse a six-member formation, which was to have its premiere at the Radom Air Show. However, tragedy struck during the premiere on September 1. At 3:01 p.m. local time, while transitioning into a maneuver called "the rose", No. 1 (Z-526F, SP-CDF) and No. 2 (Z-526AFS, SP-ELE) collided. Both pilots, retired Colonel Lech Marchelewski and Piotr Bachanowicz, were killed. The second Z-526AFS (SP-CSU) narrowly missed the crash site. The group then resumed operations, initially as a three-man group, with plans to return to a six-strong formation in 2009. Subsequently, the group was moved to Poznań. Today they operate two Z-526F aircraft, the one with the number 9 carries the SP-EMF matriculation and is shown here in a design corresponding to the period before the 2012 ILA International Airshow. Prior to that, however, it underwent an overhaul in Otrokovice (2008), during which it received, among other things, the paint scheme of the new operator, while the aircraft was still in the possession of AK Poznań.

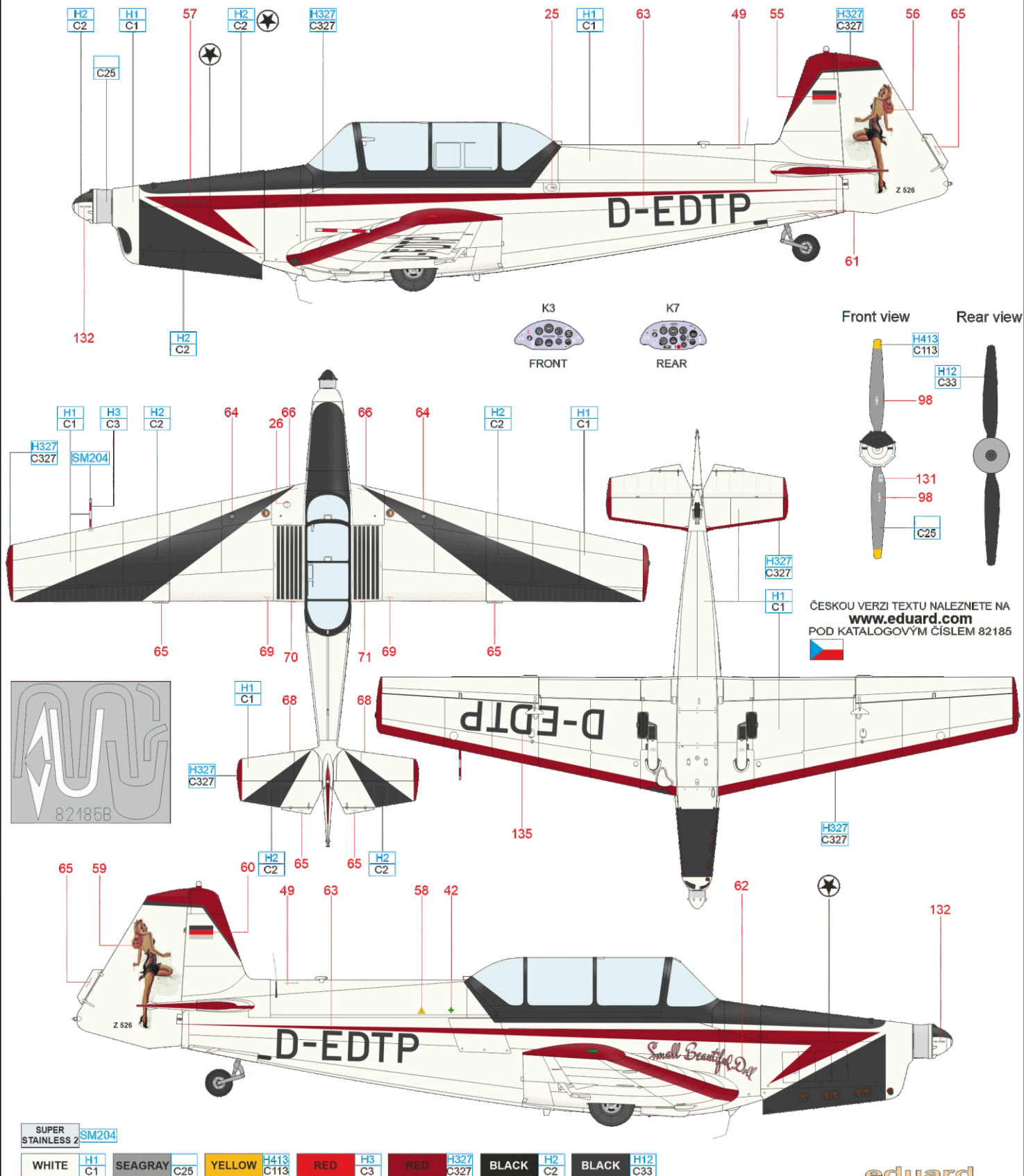


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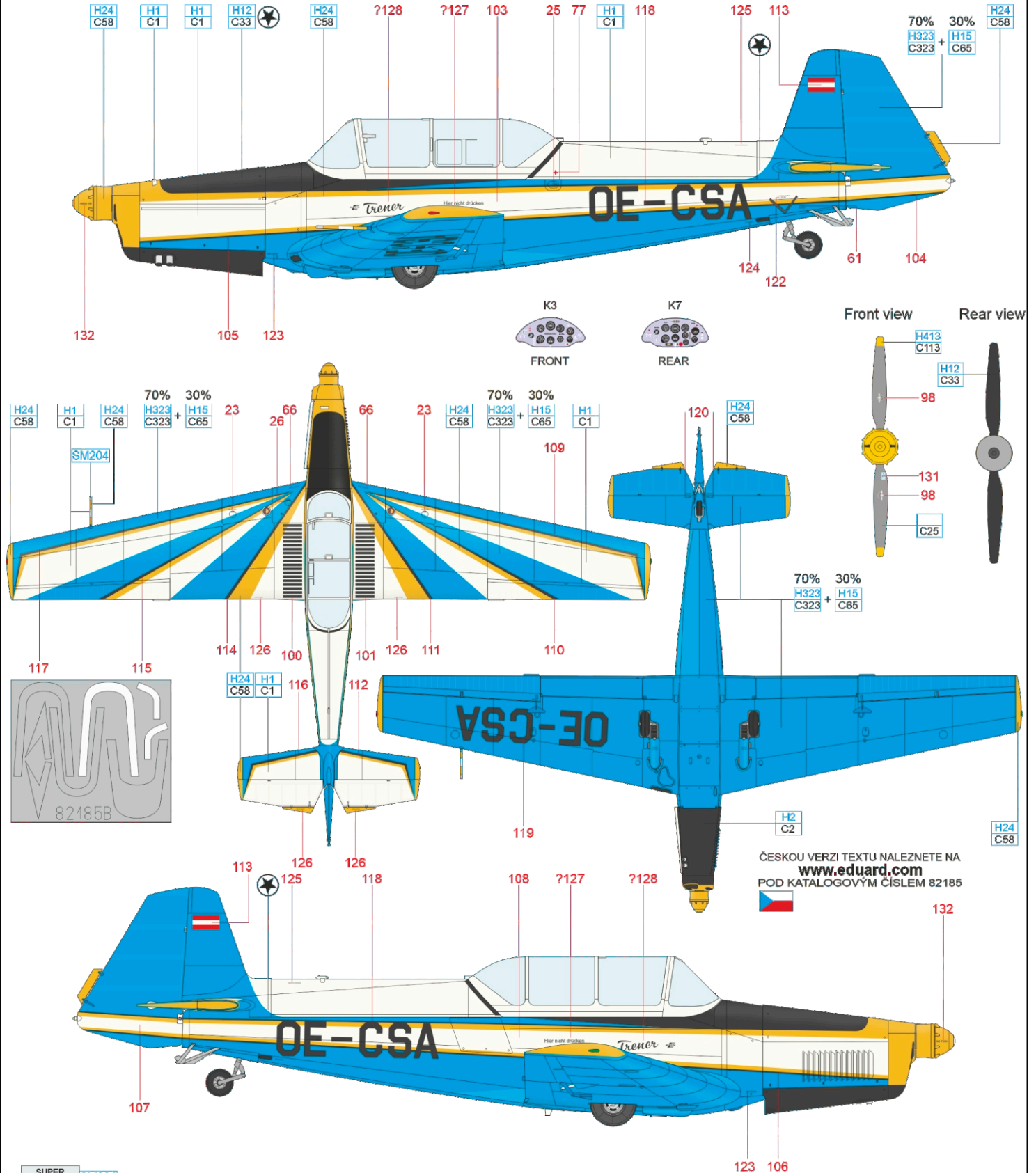
WHITE	H1 C1	SEAGRAY	C25	YELLOW	H413 C113	RED	H3 C3	RED	C158	BLACK	H12 C33
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The aircraft was manufactured in 1968 and in June of the same year it was taken over by Mr. Arthur Beth (Porta Westfalica, Germany). The aircraft was given the D-EDTP registration and shortly before the World Aerobatic Championships in Magdeburg it was taken over by Richard Hecht, member of the German national team. He had high hopes of success, but only until the Czechoslovak team appeared on the scene with their brand new Z-526AS aerobatic specials. However, during the competition on August 21, Czechoslovakia was invaded by "friendly" forces and the national team withdrew from the championship. Hecht then operated the aircraft for many years, and the aircraft's logbook lists interesting names such as Ladislav Bezák, the first aerobatic world champion (already in exile at the time), and former Luftwaffe ace Walter Wolfrum (137 kills). At the end of the 1990s the aircraft was no longer flying much and in 2000 it was sold to another owner in Germany. The current Czech owner then bought the aircraft from him and kept the German matriculation. At that time the aircraft had flown only 1,114 hours. The rudder was consequently decorated with a painting of the girl by Antonio Vargas, while on the starboard of the front fuselage there is the inscription Small Beautiful Doll, which is a paraphrase of the Big Beautiful Doll inscription painted on the P-51D of Colonel John D. Landers (14.5 kills), commander of the 78th FG. On the left side of the engine cowling is another reference to the P-51 Mustang, the inscription Daddy's Girl. The aircraft named such was flown by Ray S. Wetmore (21.25 kills). The owner has stamped the name with a Roman numeral two because his previously owned Trenér had the same name.



D Z-526F, s/n 1242, OE-CSA, private, Austria, 2019

Manufactured in 1973, the aircraft was exported to Hungary, where it received the HA-SAR designation and flew there until 1987, when it was sold to Graz, Austria. There it received the OE-CSA registration and also an attractive livery. It was based in Punitz in 1991, crashed in 1999 and had another accident in 2001 when the pilot had to make an emergency landing near Pöttelsdorf after losing fuel pressure. Ten years later, on August 19, 2022, while taxiing after landing at Brighton Airport (UK) the pilot reported he lost directional control of the aircraft and subsequently crashed into an aerobatic Van RV-6 aircraft. The ill-fated *Trener* was then repaired again. In Otrokovice, the right wing and engine cowls were restored and today the aircraft is flying again. By the way, just a week before the last accident, OM-CSA was visiting Nové Město nad Metují in the country of its origin, i.e., in Czech Republic.



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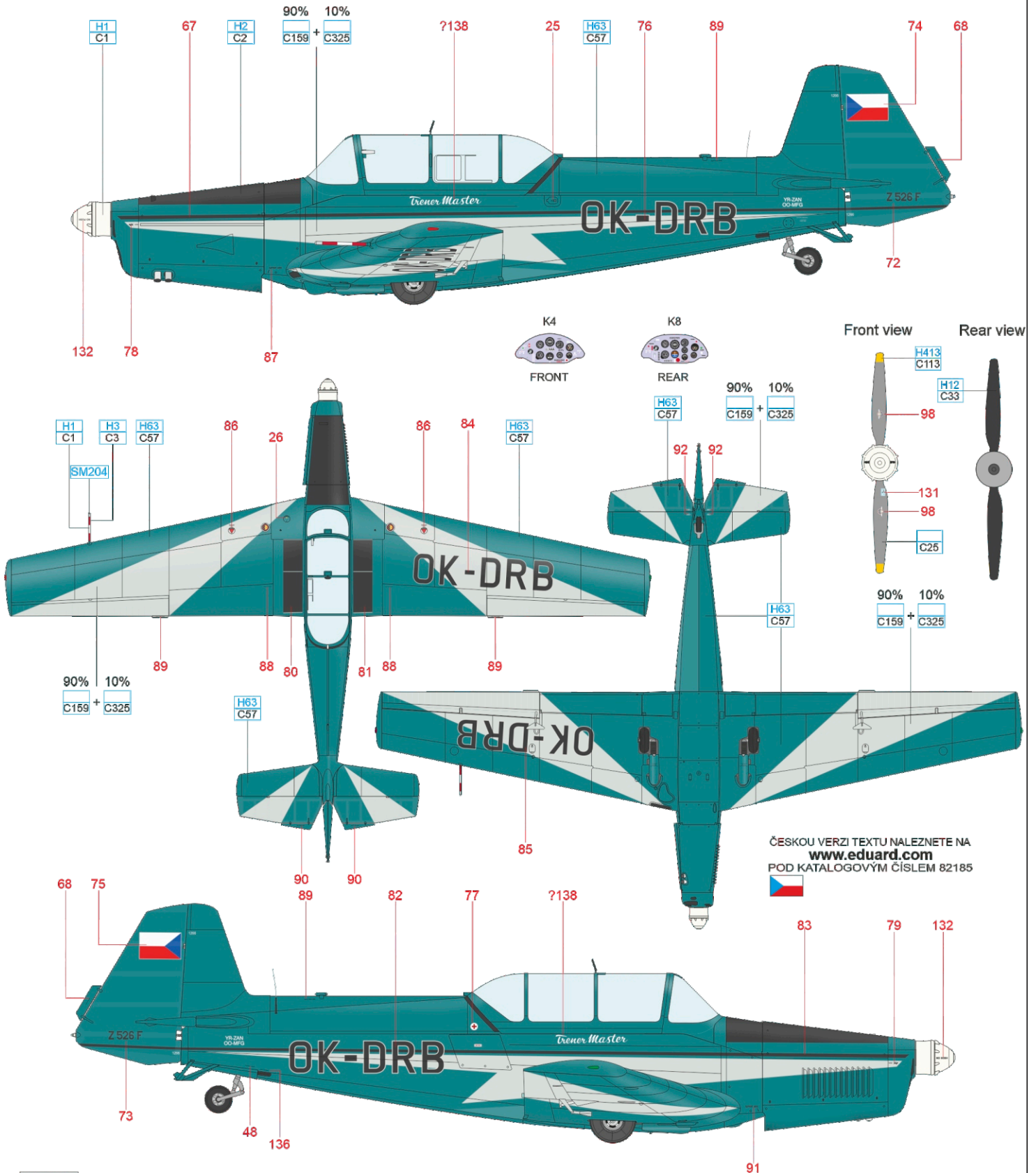
SUPER STAINLESS 2 SM204

WHITE H1 C1 SEAGRAY C25 YELLOW H413 C113 ORANGE YELLOW H24 C58 LIGHT BLUE H323 C323 BRIGHT BLUE H15 C65 BLACK H2 C2 BLACK H12 C33

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E Z-526F, s/n 1266, OK-DRB, private, Přeboram airfield, Czech Republic, 2020

This aircraft was produced in 1973 for the Romanian Aero Club and received the registration YR-ZAN. It was sold in 1992, together with several other aircraft, to a Belgian commercial pilot Gino Loosen. After an overhaul, the aircraft received a new registration OO-MFG and an interesting dark green metallic paint. The biz-jet pilot enjoyed his Trainer until 2011, then, after service of it in Otrokovice, he decided to sell it. His wish was to sell the aircraft back to the country of its origin. The current owner had been waiting for an opportunity to purchase the Trenér for some time and grabbed the offer from Otrokovice. The aircraft received the OK-DRB registration and since then the owner has been flying it from the airfield in Přeboram. He likes to participate in aviation events and fly-ins, so the OK-DRB is often seen at various airfields. An interesting feature is its coloring, which it has had since the time of its stay in Switzerland. The lighter color looks like a very light green metallic in many photos, but it is a grey-silver color that likes to be affected by light conditions ...



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SUPER SILVER C159 GRAY C325 WHITE H1 C1 RED H3 C3 SEAGRAY C25 YELLOW H413 C113 METALLIC BLUE GREEN H63 C57 BLACK H2 C2 BLACK H12 C33

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F Z-526M, s/n 1006, private, OK-LAC, Czech Republic, 2011

This aircraft was manufactured in 1966 as the first production two-seat Z-526 and was sold to Germany the same year, where it flew as the D-EGED. It was then sold off to Spain (SE-XFE), but returned to Germany in 1998, where the original WM 6-III engine was replaced with an M-137A. The aircraft was given the registration D-EHWJ and served at Flugschule Stahnke. There it also completed a take-off accident with the landing gear retracted while still on the ground. After it, the aircraft underwent an overhaul in Otrokovice and was converted to Z-526M version. The well-known acrobat Klaus Lenhart purchased it after the aircraft was replaced in the school's fleet by the newer Z-526F. Klaus was the youngest son of the founder of LEKI company and CEO since 1984. He was an aerobatic pilot, participated in many competitions with for example the Extra 300L special. Since 1992, most of the LEKI products have been manufactured by Novasport, a Tachov company founded by Klaus Lenhart and so his Z-526M was registered in the Czech Republic as OK-LAC. The aircraft was operated by the Karlovy Vary Air Sports Centre where OK-LAC reached its resurs. It was subsequently dismantled and stored. In 2012 Klaus Lenhart died in a plane crash, just one day before his 57th birthday (April 30, 2012). A year later, the aircraft was sold to private owner in Germany and its further fate is unknown today.

