Z-126 Trenér

eduard

1/48 Scale Plastic Model Kit

item No. 82181

ProfiPACK edition

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. Trener is really multitalent aircraft, as it won numerous aerobatic trophies, trained thousands of pilots, and towed countless gliders to the sky.

It was shortly after the Second World War when the Ministry of National Defense of then Czechoslovakia made a request in 1946 for the development of aircraft for the training of future military pilots. It was to be a type allowing comprehensive pilot training, including aerobatics and with a tandem cockpit arrangement.
The design work was undertaken by a team led by the director of the Zlín Aviation Company Karel Tomáš with further development 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/canvas design 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 design of Mr. Tomáš was preferred 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, trainers were also supplied to aero clubs, and export machines went to Poland or Romania. Problems with the wooden wing led to its redesign to an all-metal structure, the same change was applied to the tail surfaces.

The six-cylinder emerges

Thanks to the Trenér, aerobatic training became a common thing in the Czechoslovakia, and it was also shown that this type could be suitable for towing gliders. However, the four-cylinder Minor lacked power, so a six-cylinder Minor 6-III with 118 kW (160 hp) was installed, coupled with a specially designed towing propeller. The longer engine necessitated moving the oil tank from the engine bulkhead to the root of the left wing half, and some weight was saved by removing the instruments and controls in the forward cockpit, where only the seat remained. The electric control of the flaps was also removed and replaced with a mechanical one – a lever on the right side of the rear cockpit. All this created the „workhorse" of the aero clubs of the time, the Z-226B Bohatýr (Hero) tug.

Aerobatics achievements

Due to the excellent experience with the Z-226B version, it was decided to build a trainer version, the Z-226T based on the six-cylinder design. In 1956, Jiří Bláha placed second in the unofficial aerobatic world championship, the Lockheed Trophy competition in Coventry, England, with his prototype. Top places for Czechoslovak aerobatic pilots flying Z-226T were quite usual at the time. Even the first official aerobatic world championship in Bratislava in 1960 was a proof of that with Ladislav Bezák becoming first official World Champion. On the international aerobatic scene, Z-226 remained at the top until 1963, after which they were outstripped by more modern designs. These aircraft nonetheless continued to provide excellent services in the aero clubs.

This kit: Z-126 Trenér

The Z-126 version was created because of the need to increase the service life of the Z-26 with a wooden-structure wing. The plan of the wing was also changed as part of the conversion to all-metal construction, the main visible change being straightening of the originally bent trailing edge. The structure of the tail surfaces was also changed to all-metal. These were first produced in the original shape with rounded tips of the vertical as well as horizontal tail surfaces. Their rather complex production subsequently led to the introduction of the new simplified shape with straight tips. The change was gradually applied to earlier aircraft as part of overhauls later. Doing so, after a certain period of time, aircraft with rounded tail surfaces disappeared from service. Similarly, the original Z-26s were converted to the Z-126 standard. As a part of the simplification of design and production, hydraulic brakes were replaced by simpler mechanical ones. Also, the electric starter, that was installed in Z-26s and also in some Z-126s was later deleted to save weight and replaced by a manual crank starter. On the other hand, the electric control of the flaps was retained, so that the seat elevation lever was located to the right of the pilot's seat, both front and rear. Later, when the Z-226 version with a six-cylinder engine was introduced, the flap controls were changed to mechanical. The seat leveling lever was therefore moved to the left side of the seat, with the flaps control lever on the right. During a period of six-cylinder engine shortage, four-cylinder engines were fitted to the Z-226, resulting in the Z-126T version, which otherwise retained all the features of the Z-226, including the oil tank relocated from the engine bulkhead to the root of the left wing half. This wing was then recently used for many classic Z-126s as part of overhauls or restorations, as the original wing without the oil tank was no longer available. So today, there are also Z-126s flying with electric flap controls, but with the wing from a Z-226. However, this kit only includes markings of the standard Z-126 as the type was originally produced.

ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION ✶ 注意

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 započetím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobre 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. SYMBOLY ✶ INSTRUKTION SINNBILDEN ✶ SYMBOLES ✶ 記号の説明

OPTIONAL VOLBA

BEND OHNOUT

SAND BROUSIT

OPEN HOLE VYVRTAT OTVOR

SYMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ

REMOVE ODŘÍZNOUT

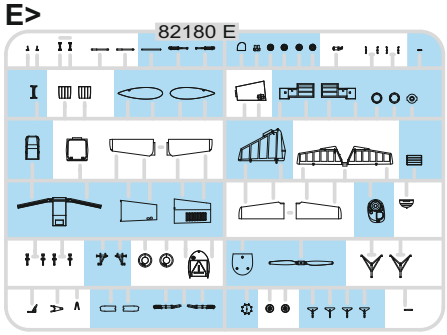
REVERSE SIDE OTOČIT

APPLY EDUARD MASK AND PAINT POUŽÍT EDUARD MASK NABARVIT

PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

PLASTIC PARTS

E>



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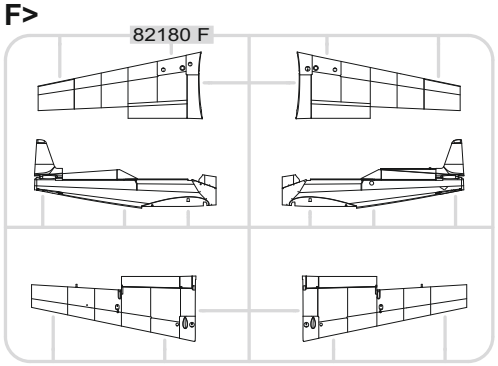
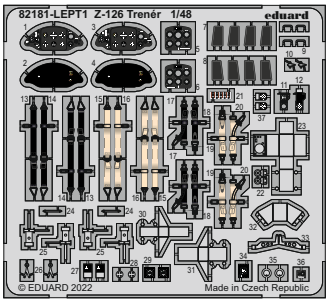


PE - PHOTO ETCHED DETAIL PARTS



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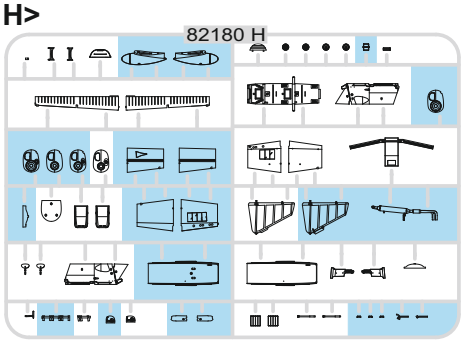

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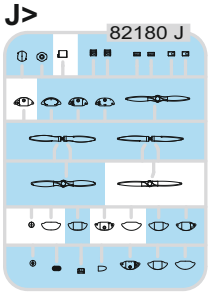

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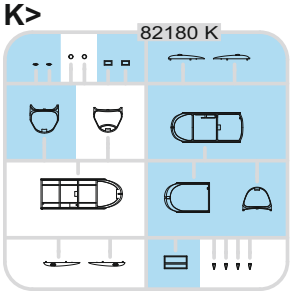
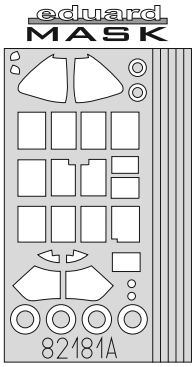
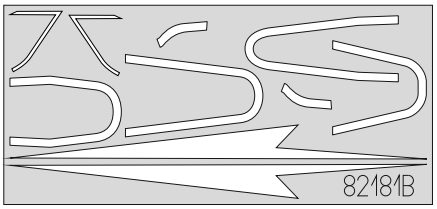






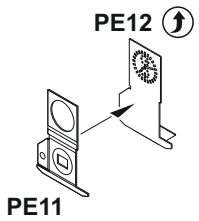
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

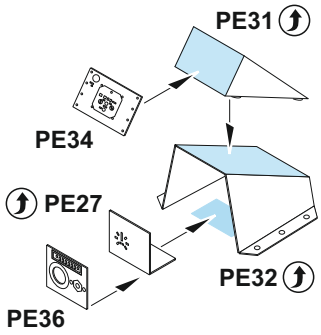
GSi Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H2	C2	MMP-047	BLACK
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H7	C7	MMP-002	BROWN
H8	C8		SILVER
H12	C33	MMP-047	FLAT BLACK
H24	C58		ORANGE YELLOW
H25	C34		SKY BLUE
H27	C44		TAN
H33	C81		RUSSET
H37	C43		WOOD BROWN
H39	C67		PURPLE
H77	C137	MMP-040	TIRE BLACK
H78	C38		OLIVE GREEN
H81	C55	MMP-023	KHAKI
H84	C42		MAHOGANY
H85	C45		SAIL COLOR

GSi Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H306	C306	MMP-118	MEDIUM GRAY
H308	C308	MMP-073	GRAY
H310	C310	MMP-060	BROWN
H327	C327	MMP-101	RED
H329	C329	MMP-041	YELLOW
H418	C118	MMP-055	RLM78 LIGHT BLUE
	C34		SKY BLUE
	C74	MMP-061	AIR SUPERIORITY BLUE
	C392		INTERIOR BLUE
Mr.METAL COLOR		METALLICS	
MC213		MMM-006	STAINLESS
MC214		MMM-001	DARK IRON
MC215		MMM-004	COPPER
MC217			GOLD
MC218		MMM-003	ALUMINIUM

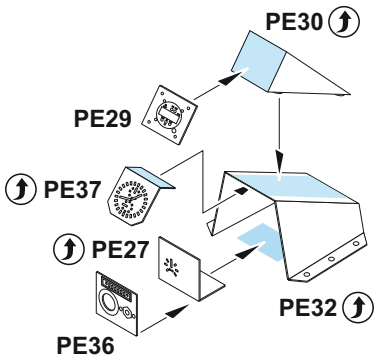
A MARKINGS D;E



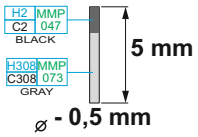
B MARKING C



MARKINGS A;F



C plastic 2 pcs.



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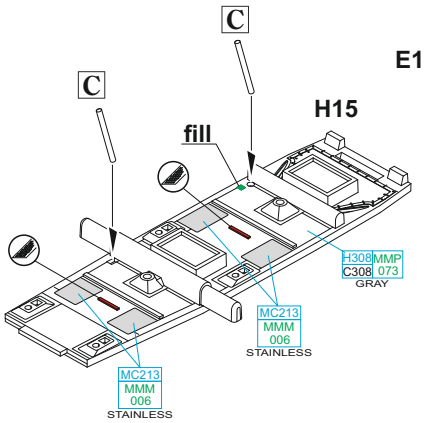

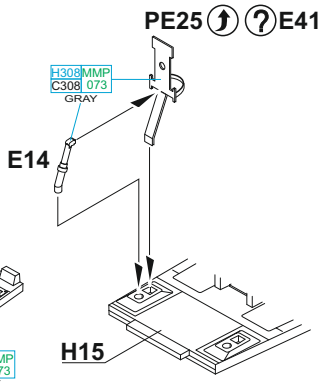

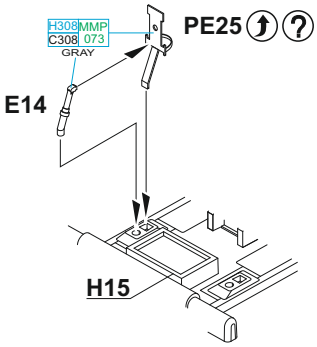

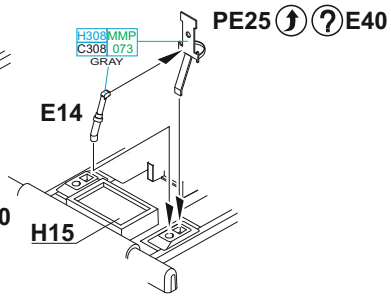

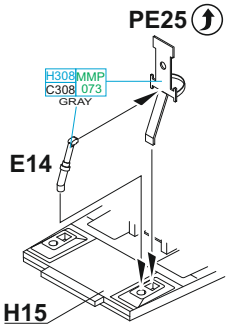

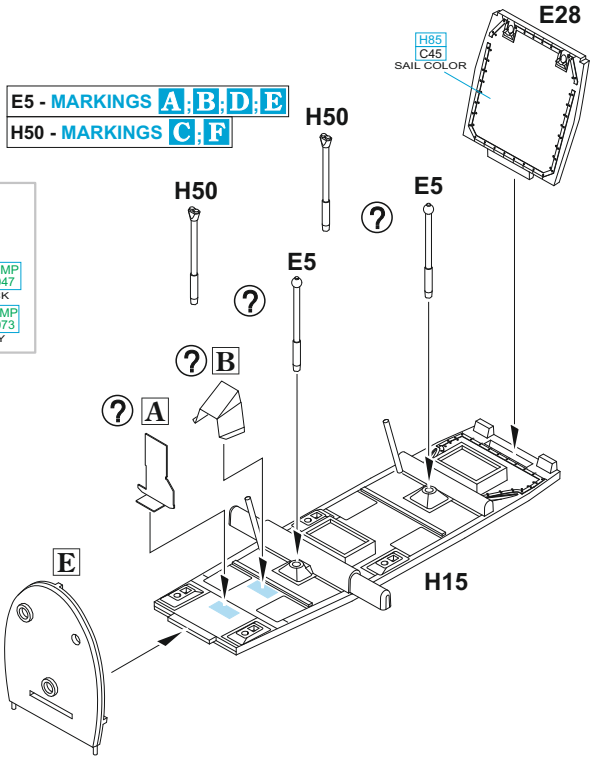

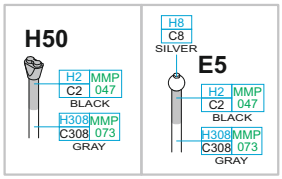

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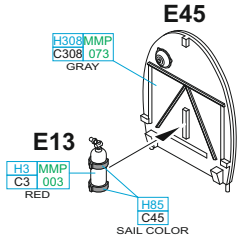
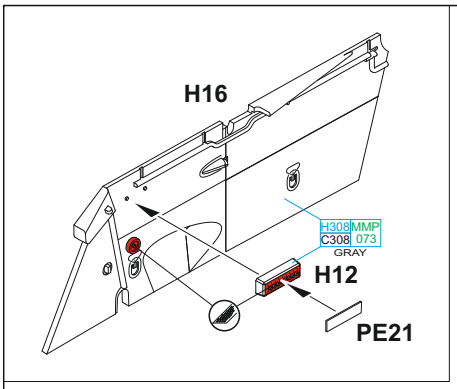
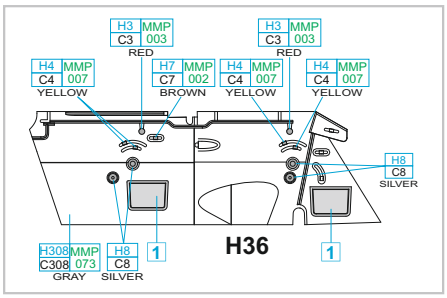
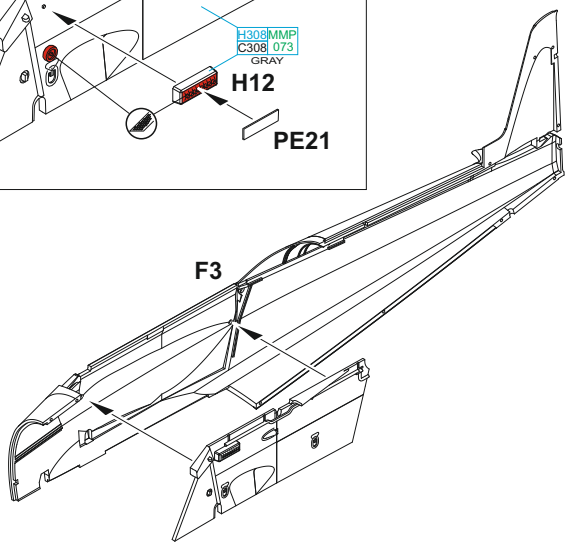
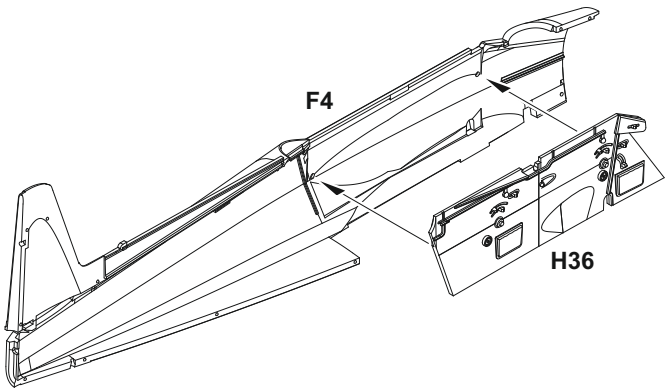




1 = H2 MMP C2 047 BLACK - MARKINGS B;D;E
1 = H33 C81 RUSSET - MARKINGS A;C;F

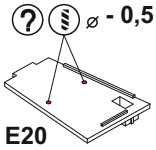






F

MARKINGS B,C,D,F ONLY



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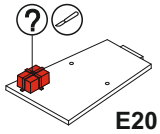
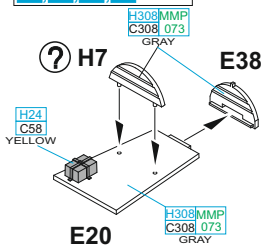
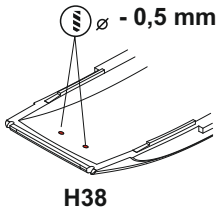
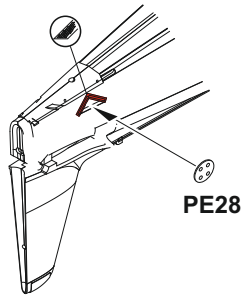


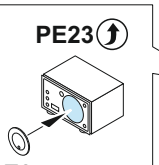
H7 - MARKINGS B;C;D;F ONLY



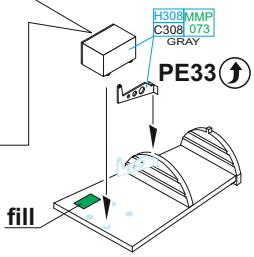


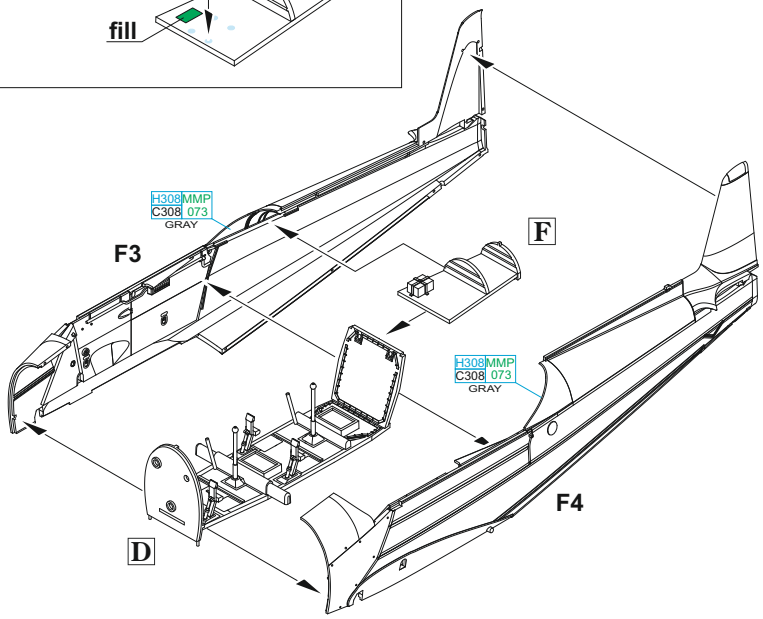
MARKINGS C,F ONLY

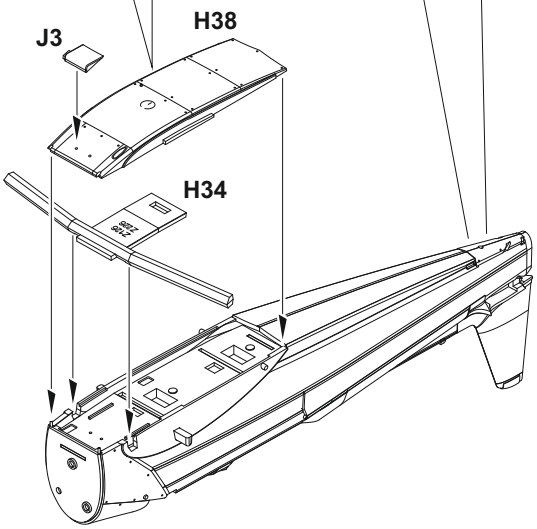




MARKING B ONLY







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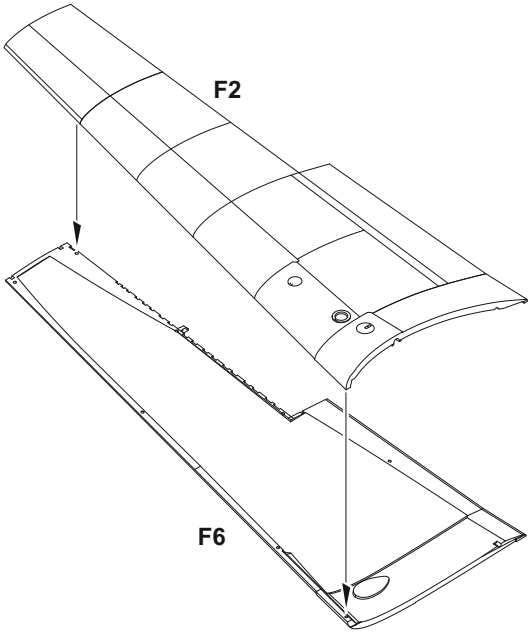
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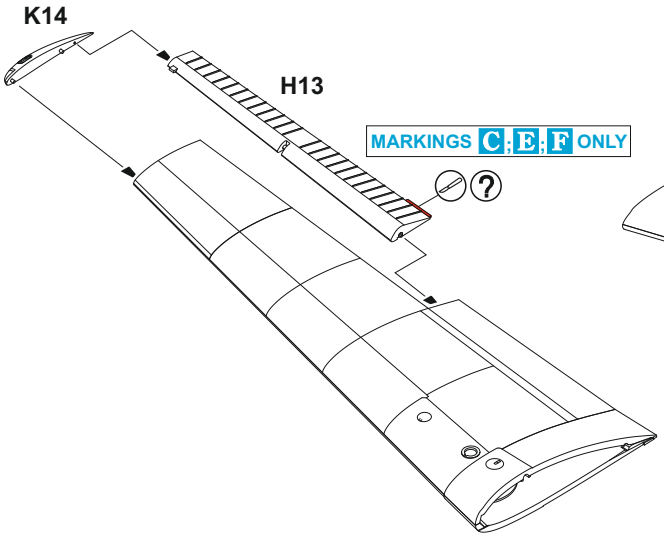
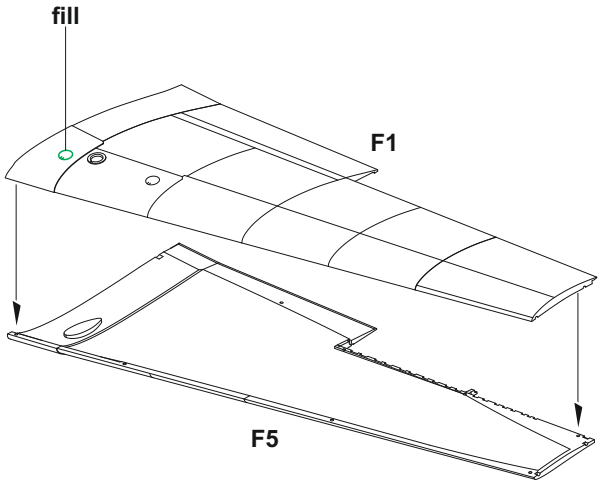
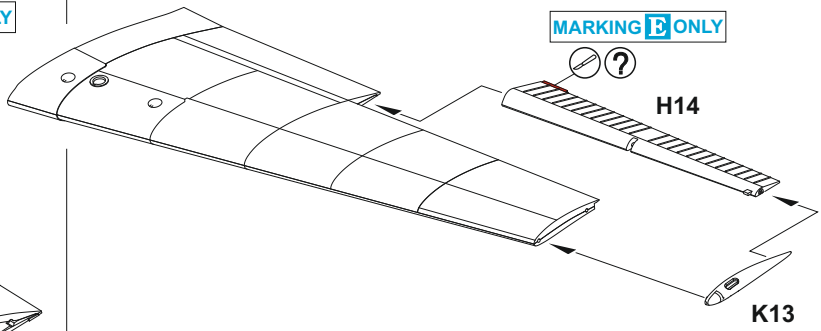
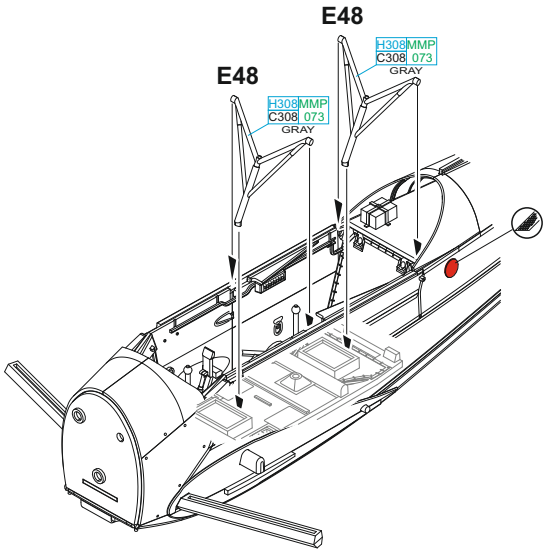
F6

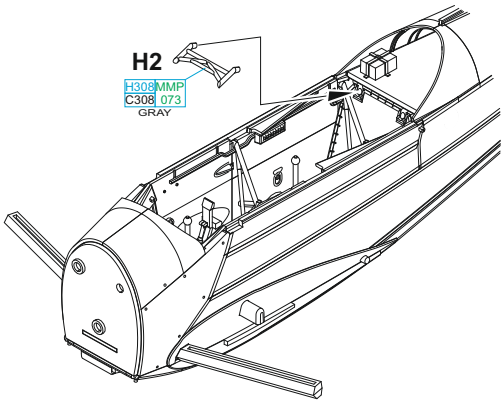

K14
H13
MARKINGS C;E;F ONLY

H


fill
F1
F5


MARKING E ONLY
H14
K13


E48
E48
H308 MMP
C308 073
GRAY
H308 MMP
C308 073
GRAY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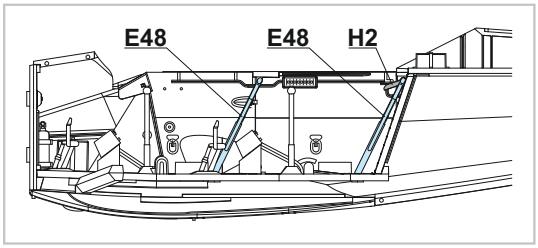
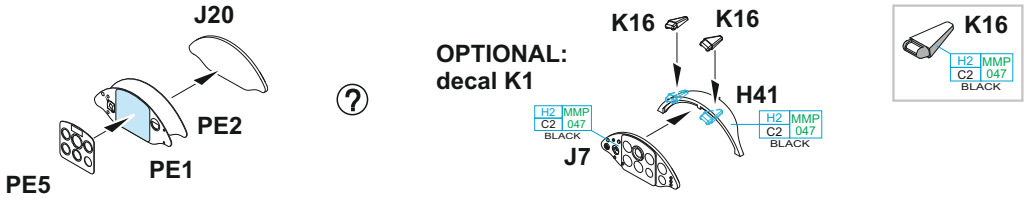
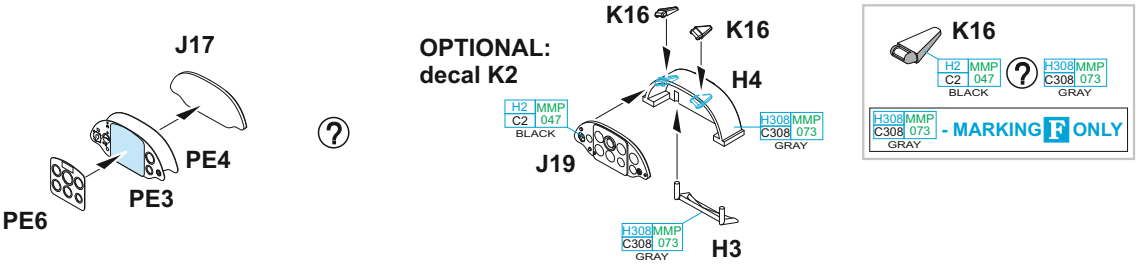
GRAY

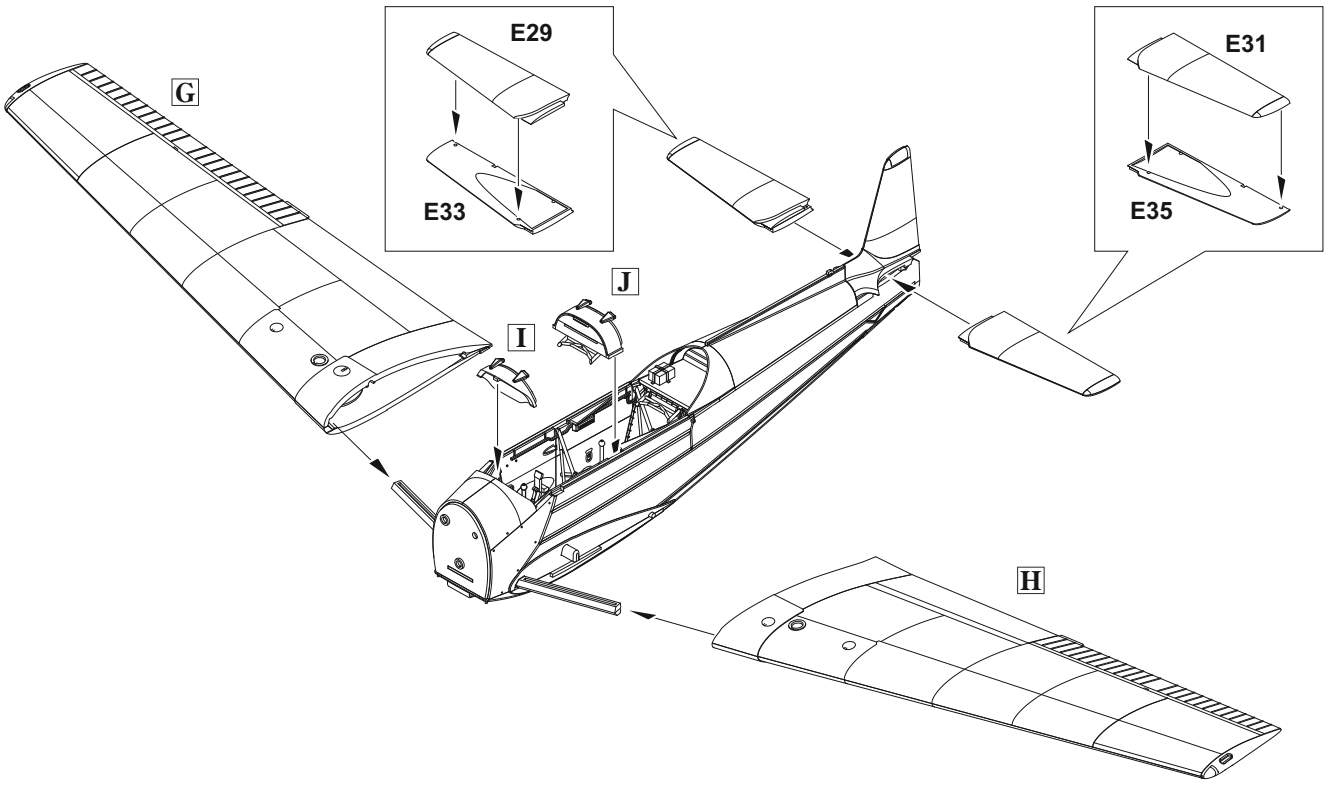

E48
E48
H2

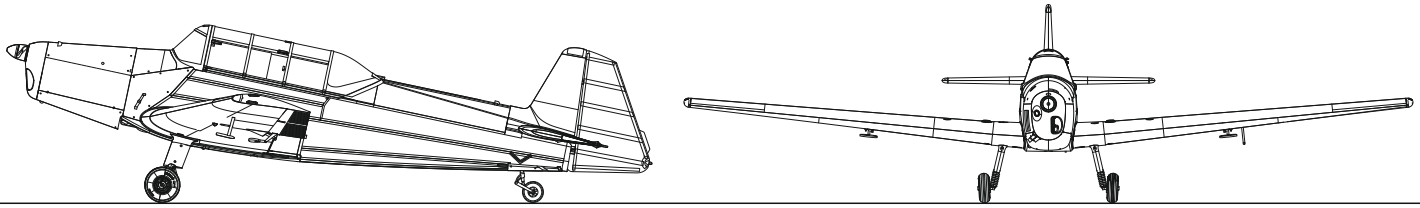
I


J20
PE2
PE1
PE5
OPTIONAL:
decal K1
K16
K16
H41
H2 MMP C2 047 BLACK
J7
K16
H2 MMP C2 047 BLACK

J

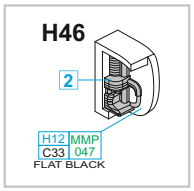

J17
PE4
PE3
PE6
OPTIONAL:
decal K2
K16
K16
H4
H2 MMP C2 047 BLACK
H308 MMP C308 073 GRAY
J19
H308 MMP C308 073 GRAY
H3
K16
H2 MMP C2 047 BLACK
H308 MMP C308 073 GRAY
H308 MMP C308 073 GRAY - MARKING F ONLY

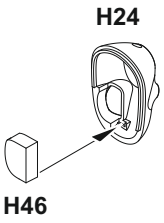

G
E29
E33
E31
E35
J
I
H

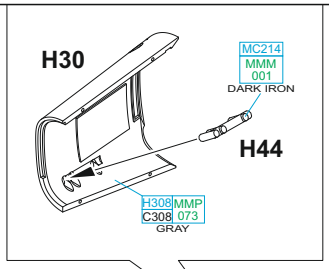


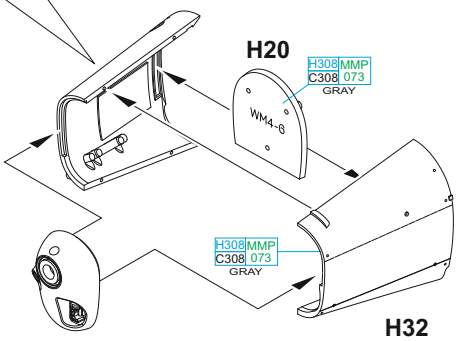
K

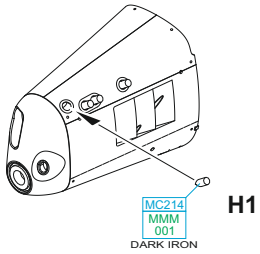
2 = 90% MC218 ALUMINIUM + 10% MC217 GOLD



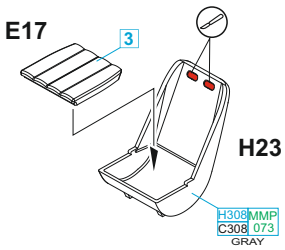


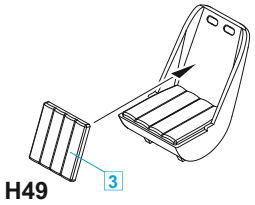




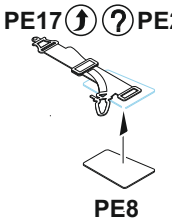


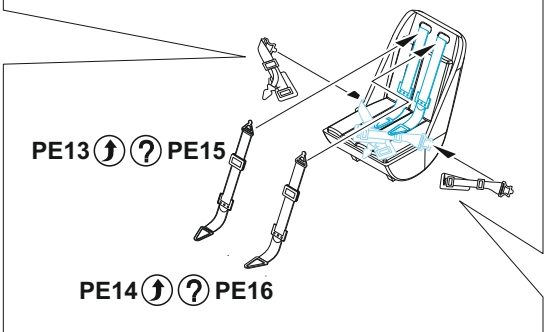
L 2 pcs.





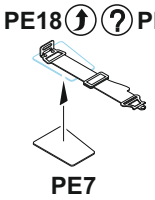
PE20 - MARKING B ONLY





PE15, 16 - MARKING B ONLY

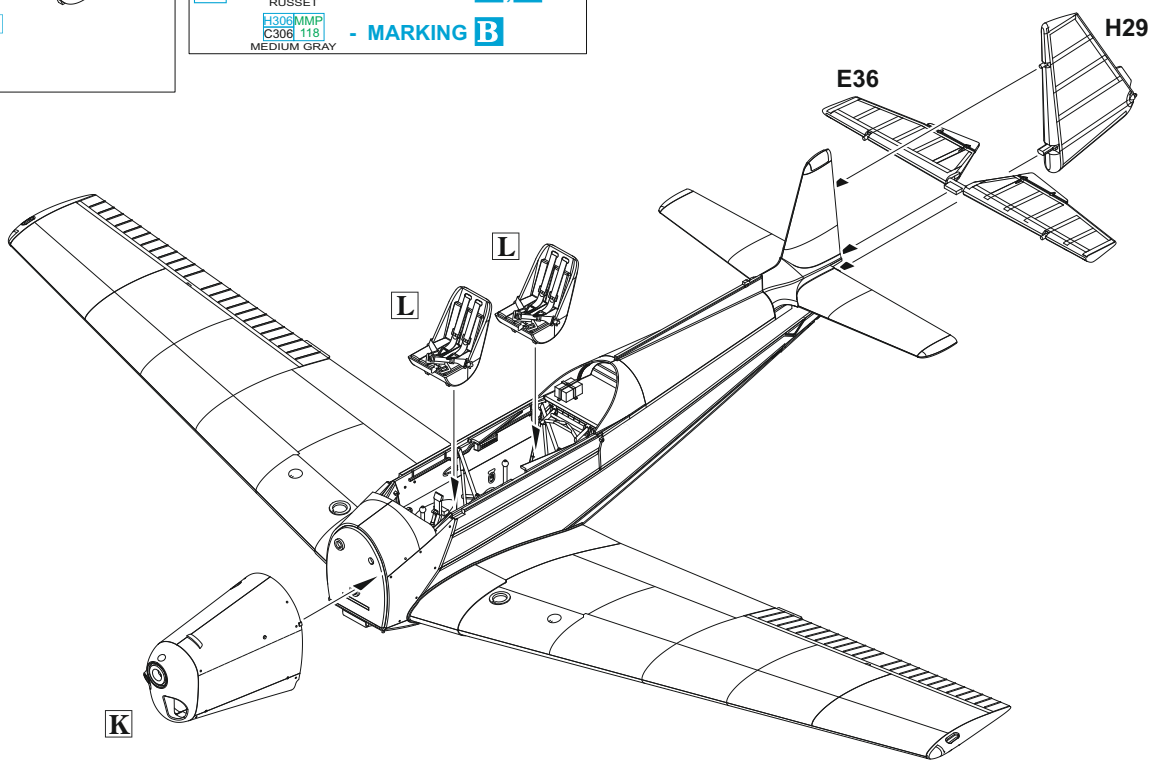
PE19 - MARKING B ONLY

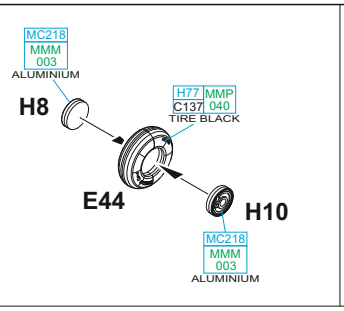


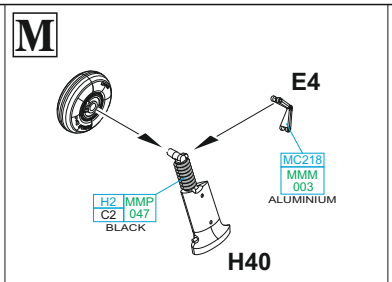
3 = H12 MMP C33 047 BLACK - MARKINGS A;D;E

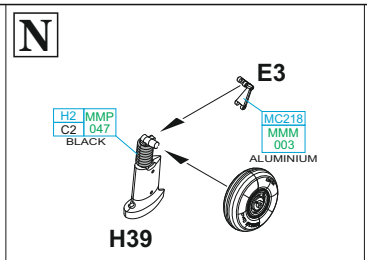
H33 C81 RUSSET - MARKINGS C;F

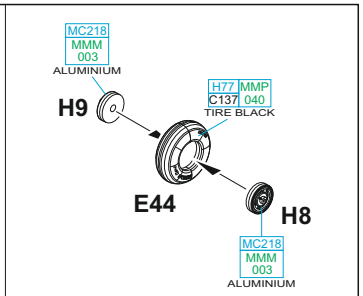
H306 MMP C306 118 MEDIUM GRAY - MARKING B

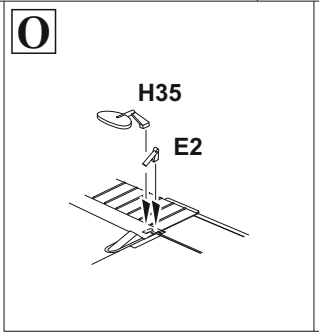


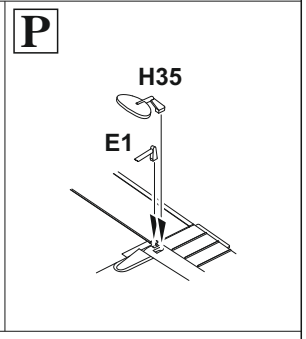

MC218 MMM 003 ALUMINIUM
H8
H77 MMP C137 040 TIRE BLACK
E44
H10
MC218 MMM 003 ALUMINIUM

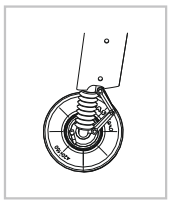

M
E4
MC218 MMM 003 ALUMINIUM
H2 MMP C2 047 BLACK
H40

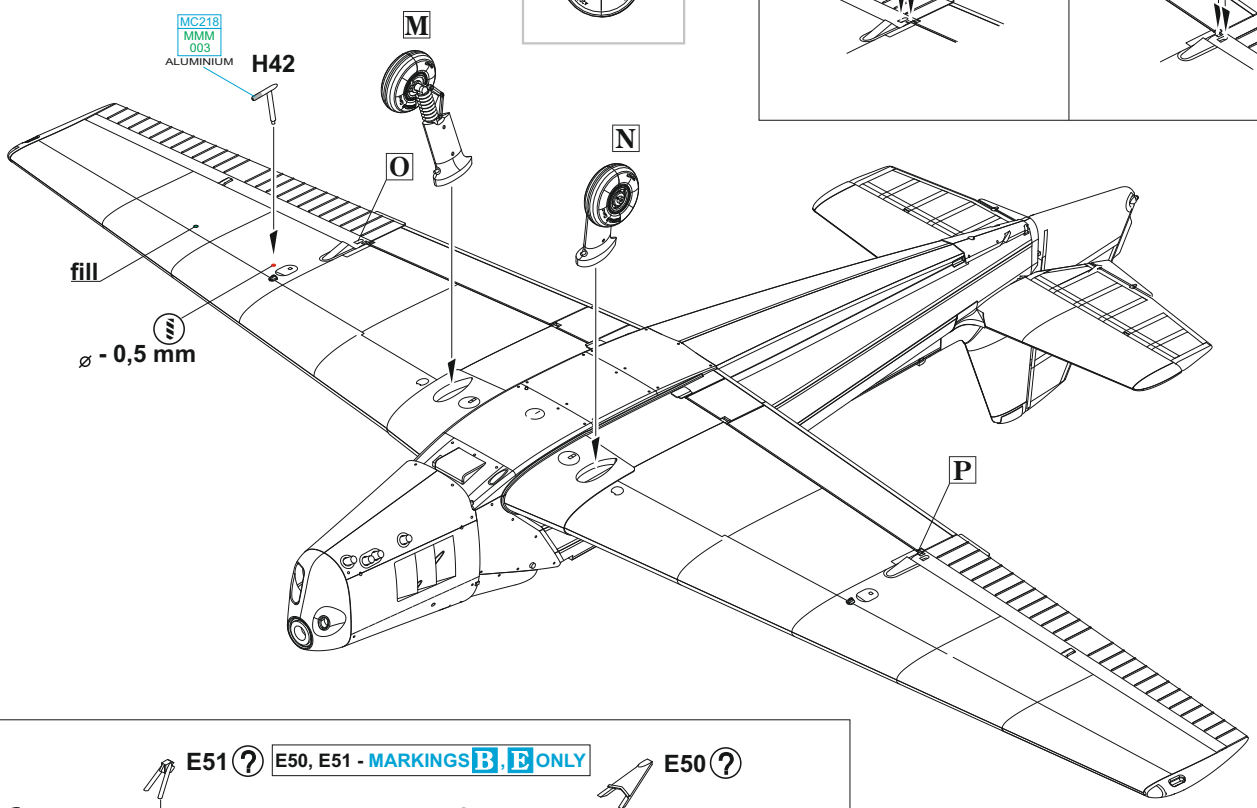

N
E3
H2 MMP C2 047 BLACK
MC218 MMM 003 ALUMINIUM
H39

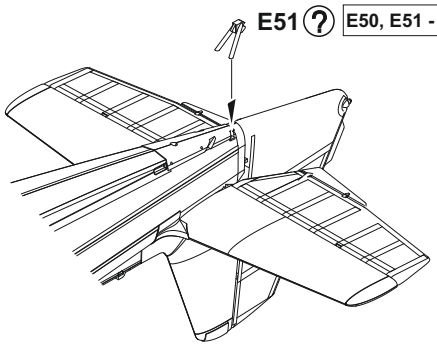

MC218 MMM 003 ALUMINIUM
H9
H77 MMP C137 040 TIRE BLACK
E44
H8
MC218 MMM 003 ALUMINIUM

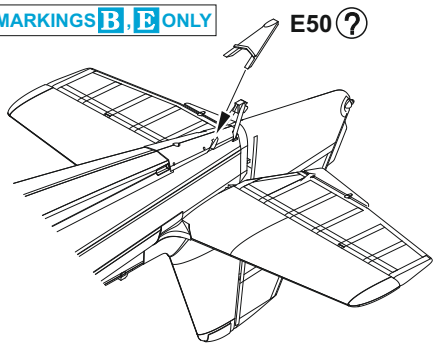

O
H35
E2

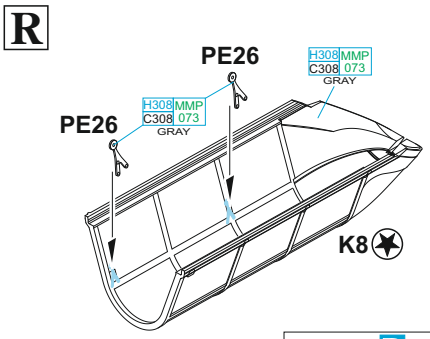

P
H35
E1

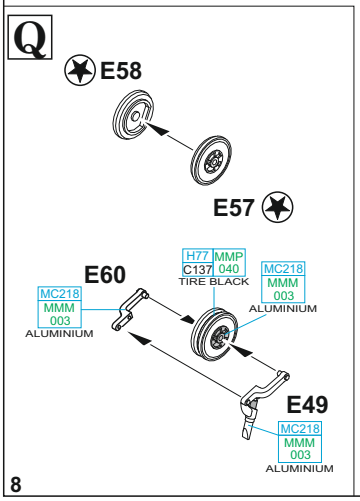


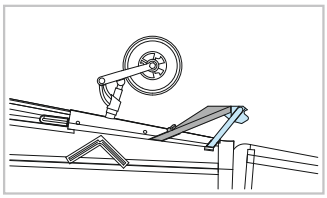

MC218 MMM 003 ALUMINIUM
H42
M
O
N
fill
⌀ - 0,5 mm
P

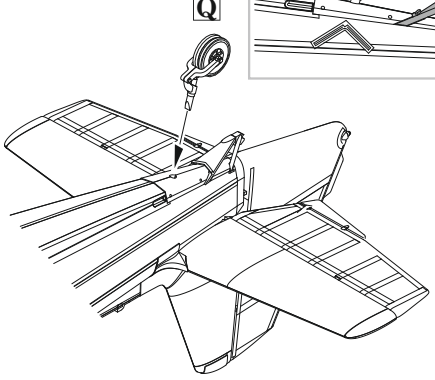

E51
E50, E51 - MARKINGS B, E ONLY

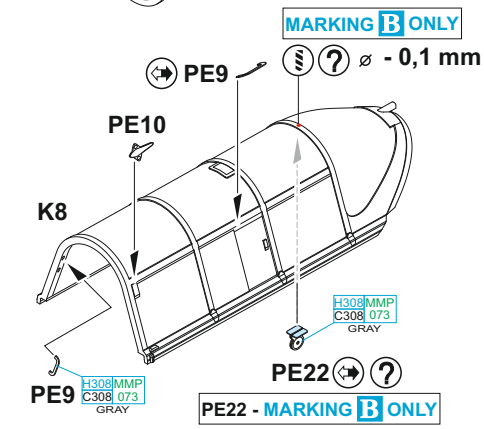

E50

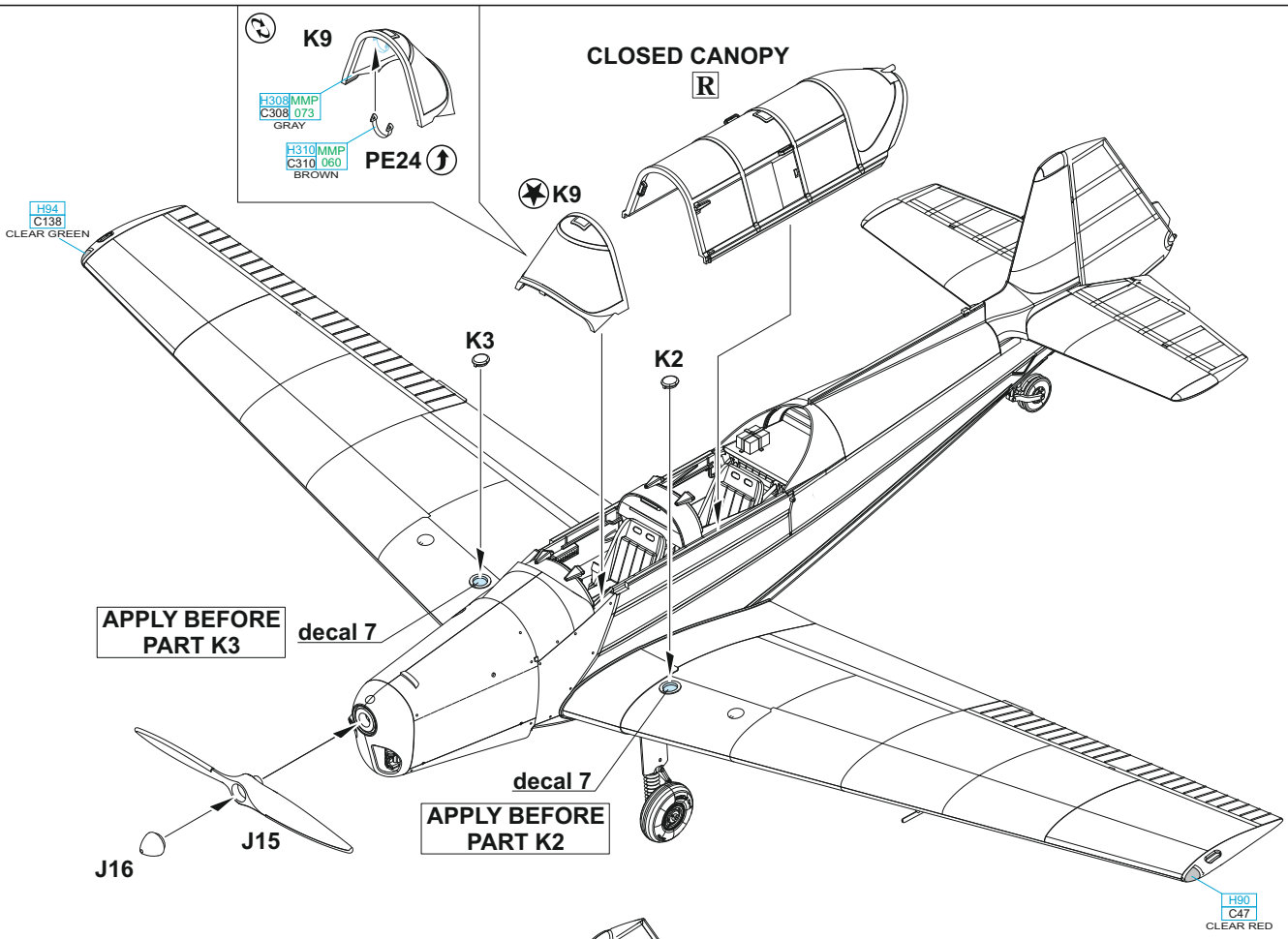

R
PE26
H308 MMP C308 073 GRAY
PE26
H308 MMP C308 073 GRAY
K8

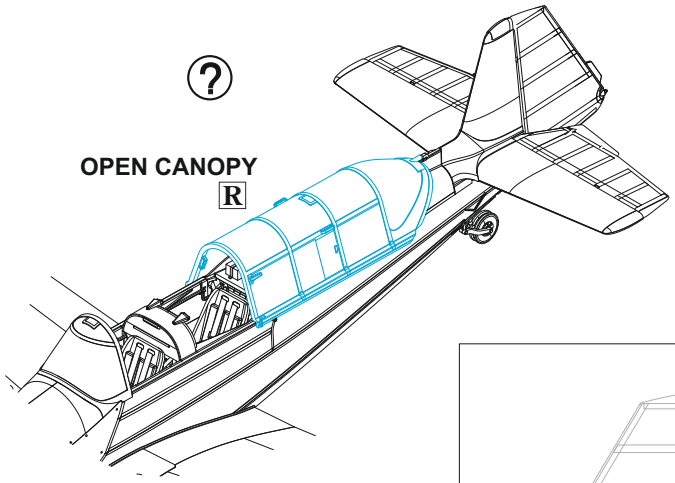

Q
E58
E57
E60
H77 MMP C137 040 TIRE BLACK
MC218 MMM 003 ALUMINIUM
MC218 MMM 003 ALUMINIUM
E49
MC218 MMM 003 ALUMINIUM

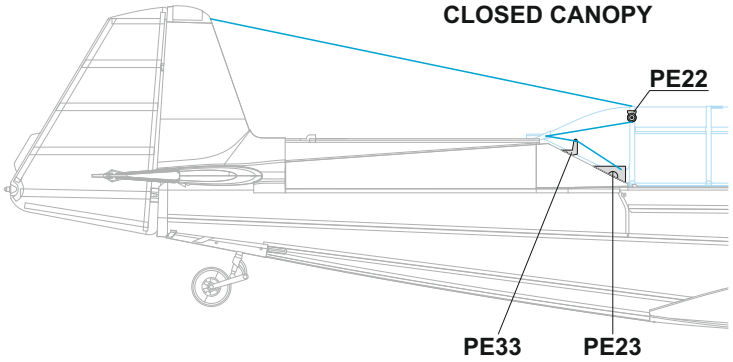


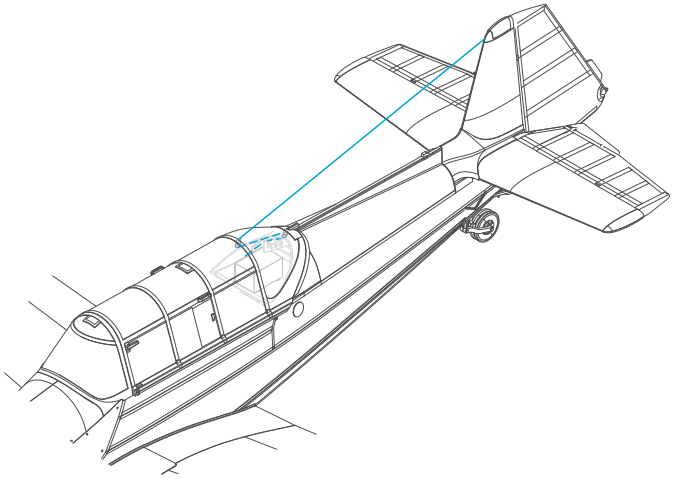

Q

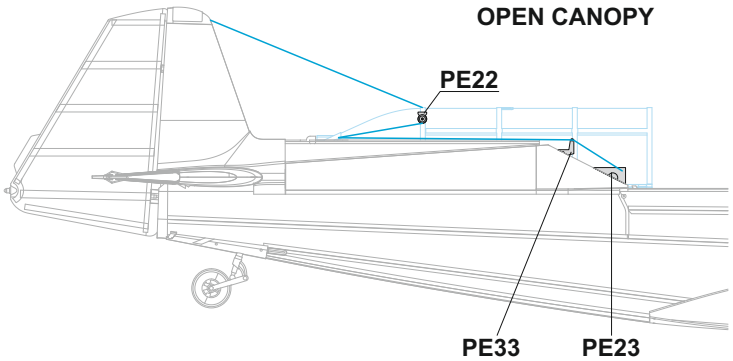

MARKING B ONLY
PE9
⌀ - 0,1 mm
PE10
K8
H308 MMP C308 073 GRAY
PE9
H308 MMP C308 073 GRAY
PE22
PE22 - MARKING B ONLY


K9
H308 MMP C308 073 GRAY
H310 MMP C310 060 BROWN
PE24
CLOSED CANOPY
R
K9
H94 C138 CLEAR GREEN
K3
K2
APPLY BEFORE PART K3
decal 7
decal 7
APPLY BEFORE PART K2
J15
J16
H90 C47 CLEAR RED


OPEN CANOPY
R

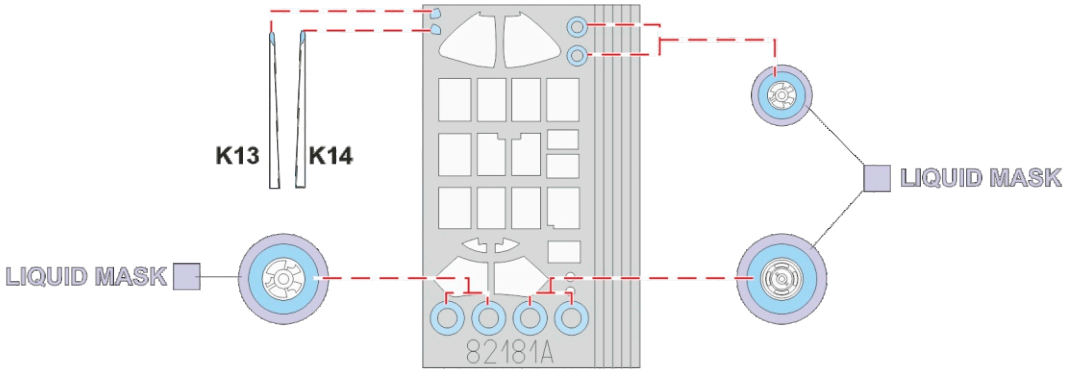

CLOSED CANOPY
PE22
PE33
PE23

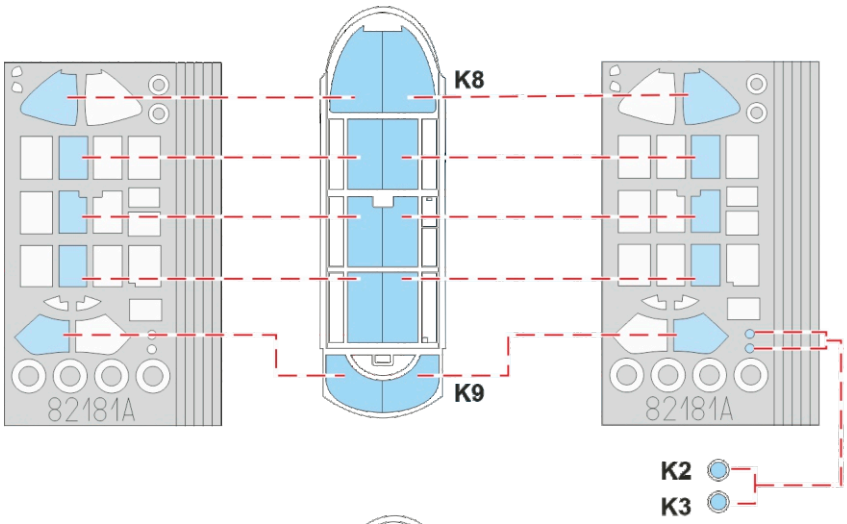


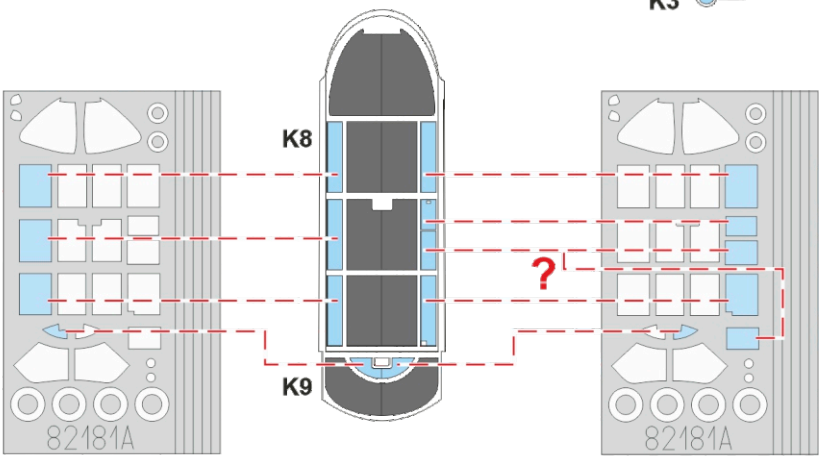

OPEN CANOPY
PE22
PE33
PE23

eduard
MASK

82181A

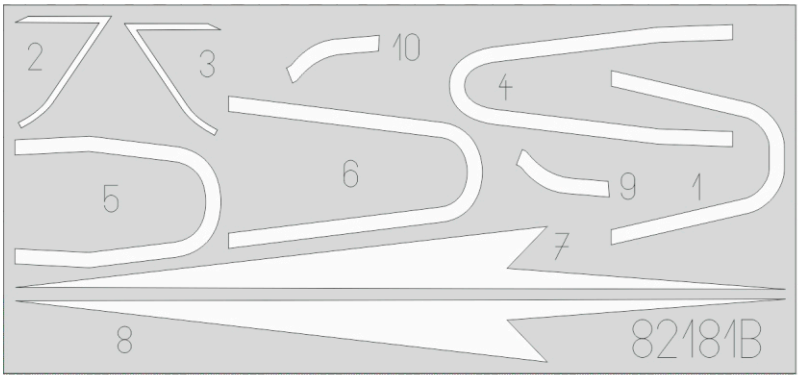






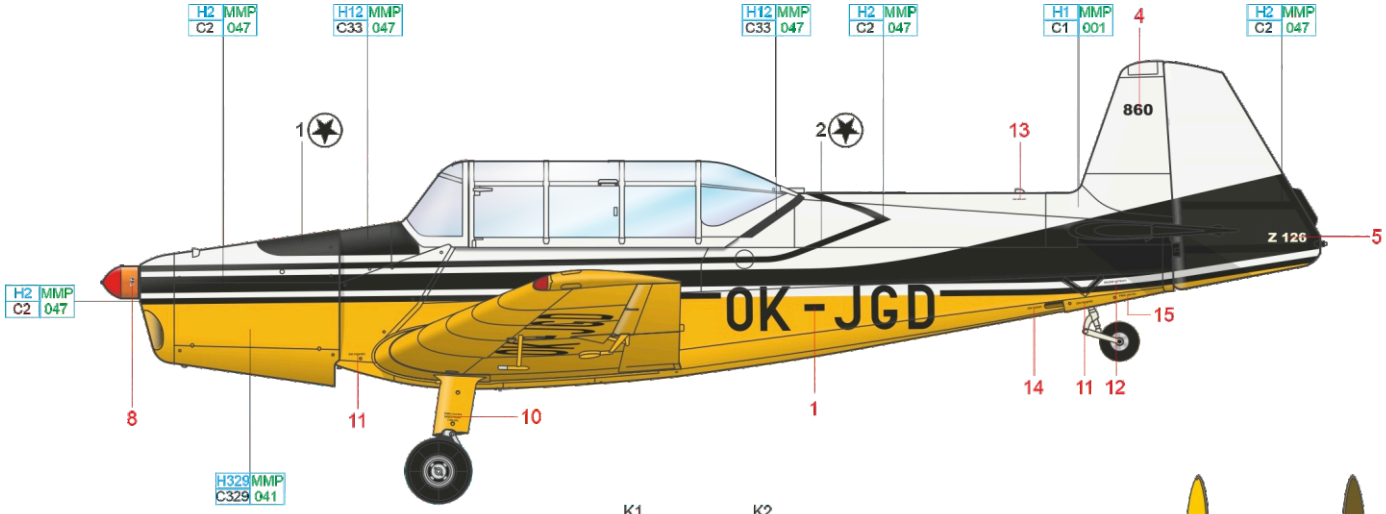
eduard
MASK

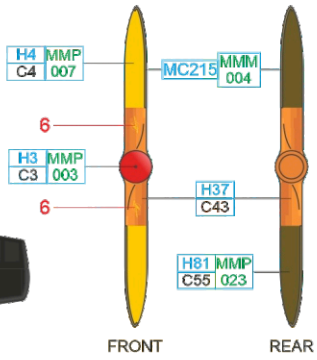
82181B



A OK-JGD, No. 860, Kolín Aero Club, Czechoslovakia, 1980´s

This Trenér was produced in 1955 and subsequently stored. Svazarm took it over on July 7, 1956 and on August 10 of the same year it was taken over by the Regional Aero Club Olomouc. There flew the OK-JGD Trenér until December 1960, then it was handed over to the Regional Aero Club Ostrava. In the 1980s and 1990s it served with Kolín Aero Club, which sold it to private hands on October 22, 2010. Nowadays, the whole aircraft is painted in yellow and bears the emblem of the Aero Club of Kolín on the rudder.





ČESKOU VERZI TEXTU NALEZNETE NA
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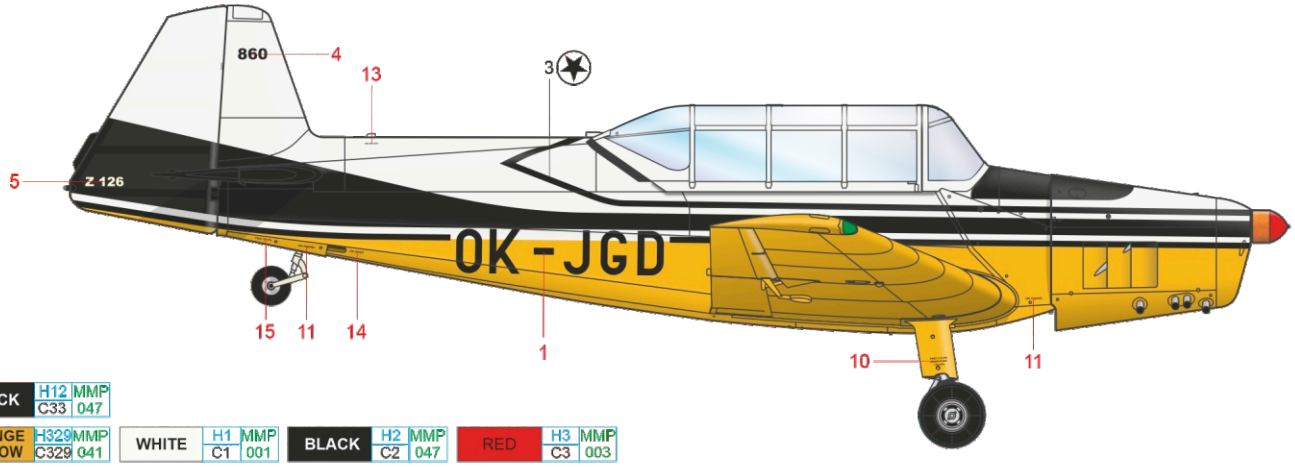
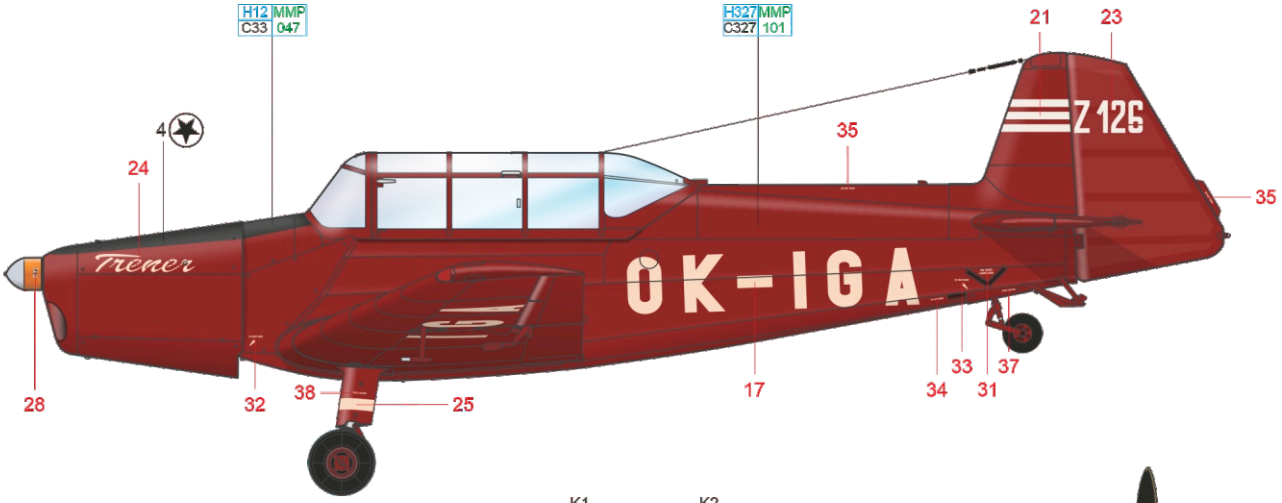
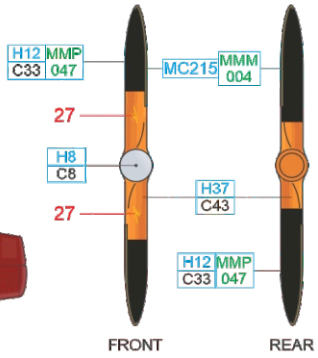


BLACK	H12 MMP C33 047	ORANGE YELLOW	H329 MMP C329 041	WHITE	H1 MMP C1 001	BLACK	H2 MMP C2 047	RED	H3 MMP C3 003
WOOD	H37 C43	YELLOW	H4 MMP C4 007	KHAKI	H81 MMP C55 023	COPPER	MC215 MMM 004		

B OK-IGA, No. 766, PZO Motokov, Beijing, China, April 1955

This aircraft was manufactured in 1954 and taken over by Motokov company on April 3 the same year. Motokov was one of the companies responsible for foreign trade in then Czechoslovakia. The aircraft was transported disassembled together with another one (OK-IFV) to be exhibited in China. The OK-IGA was destined for a static demonstration at the Beijing Exhibition Center, while the OK-IFV was assembled at a nearby airport to perform flight displays. These unfortunately ended in a crash and injuries to both pilots. After returning home, the OK-IGA was sold to than GDR at the end of October 1956. There it served the needs of the army there. From April 1962 to September 1972, it flew as DM-WAE.





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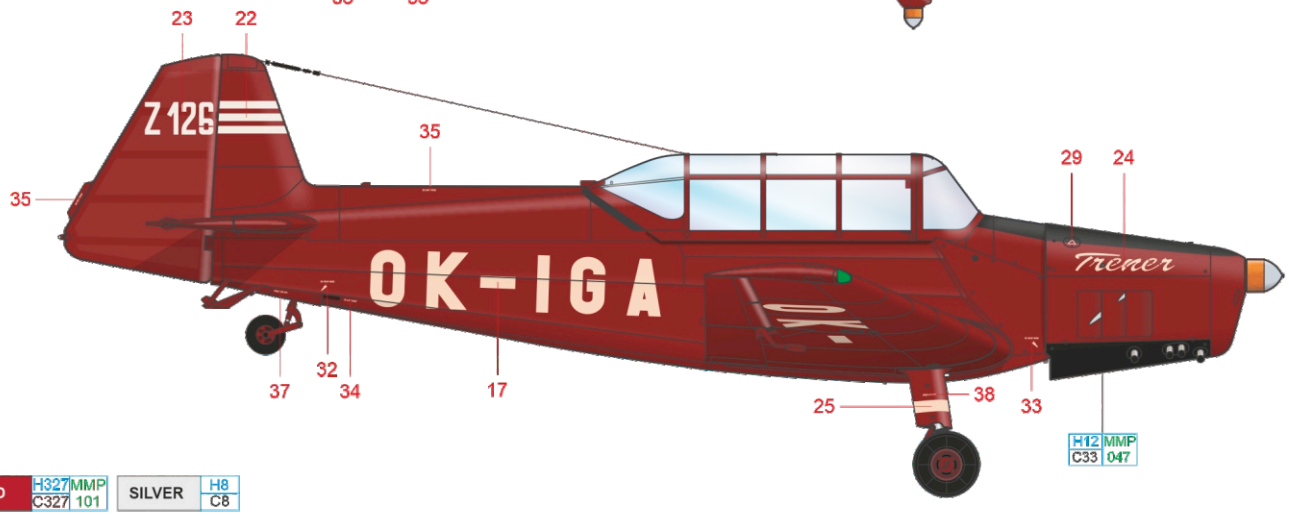
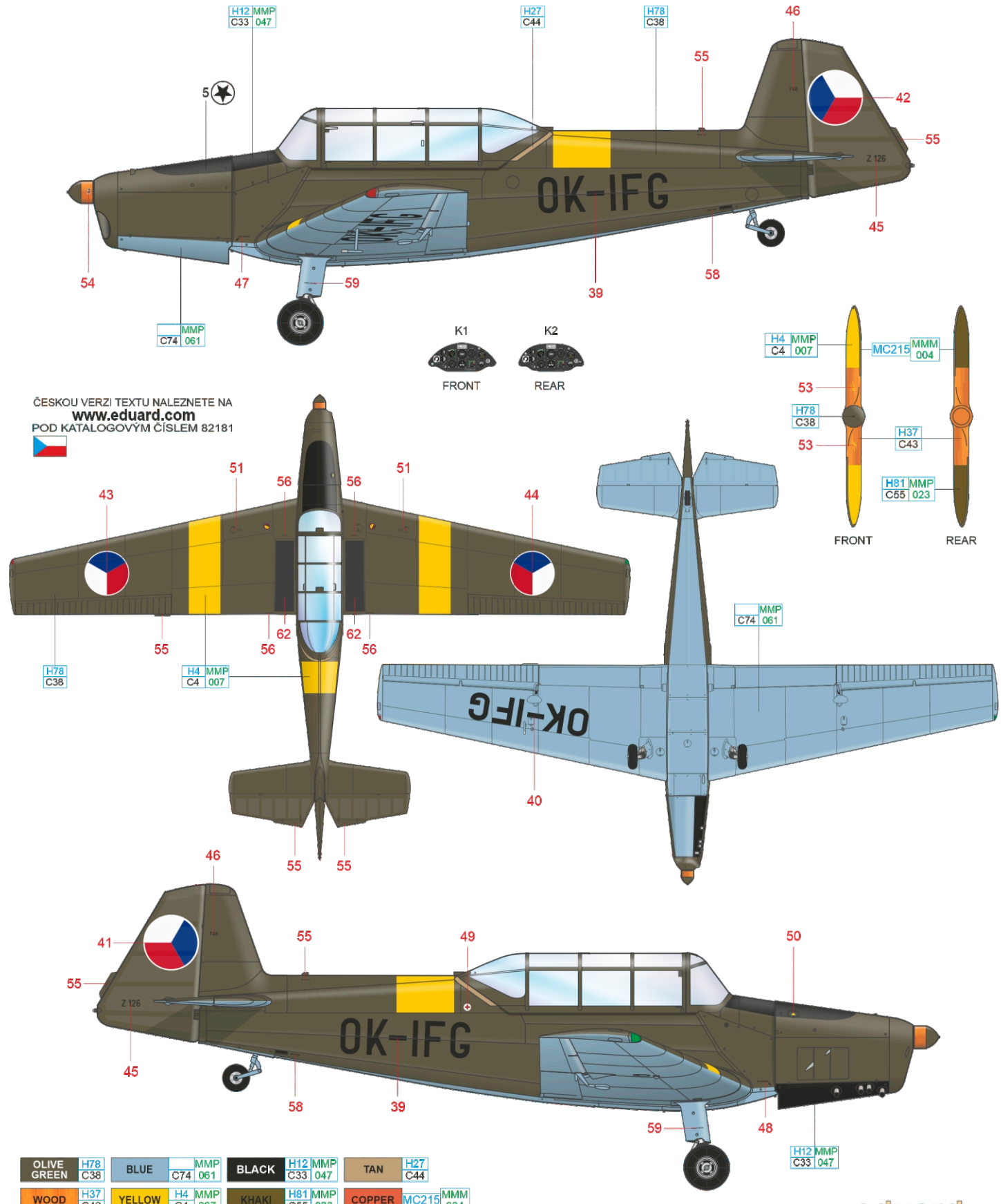


RED	H327 MMP C327 101	SILVER	H8 C8				
WOOD	H37 C43	BLACK	H12 MMP C33 047	COPPER	MC215 MMM 004		

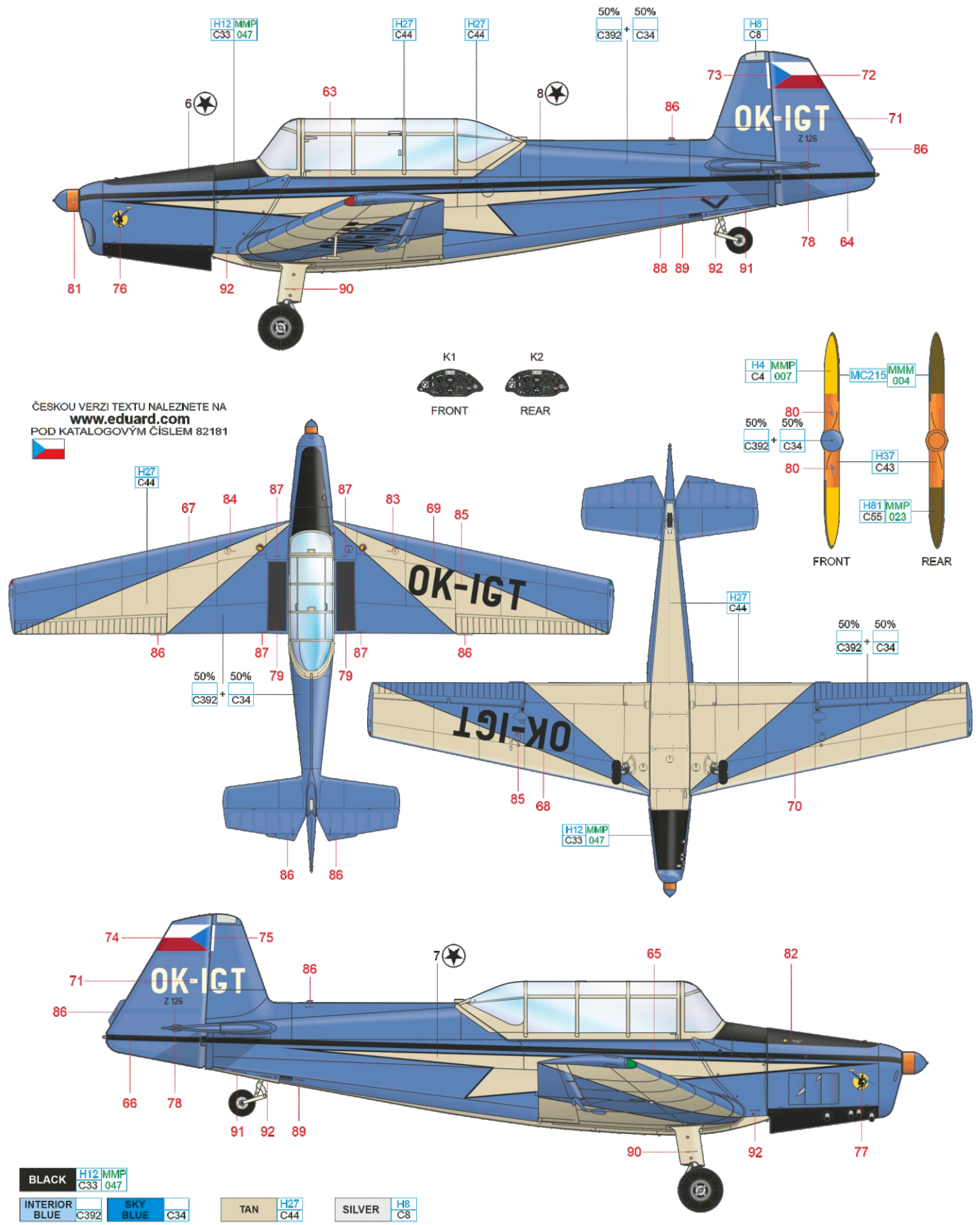
C OK-IFG, No. 746, Kunovice Aero Club, Czech Republic, 1994

This Trenér was test-flown on April 24, 1954 and in July the same year was assigned to the Regional Aero Club Olomouc. He served there from 1955 for training and group aerobatics. At that time, the Aero Club Olomouc was a hatchery of aerobatic pilots and several aerobatic groups were active there. One of them was an all-girls group, where Eva Krenčová flew OK-IFG since 1957. By that time the original green paint was replaced by cream color with a red nose. In the following years the OK-IFG was serving with various Aero Clubs of North Moravia region until 1963. It was stored then for ten years. At the end of 1973, it underwent a third overhaul at the Aerotechnik company in Kunovice and was put back into service. From 1981, it served with the Aero Club Kunovice and after another overhaul in 1988 the Tréner No. 746 received a retro military green-blue paintjob. Later yellow stripes were added to the wing and fuselage to mimic the military training aircraft even more. In 1995, OK-IFG was used for the filming of the TV series "The Land Gone Wild" and it received a temporary paint job of green color on the bottom surfaces as requested by the filmmakers. On October 11, Albert Orlita made the last flight of this Trenér and the aircraft was handed over to the Kunovice Aviation Museum, where it is on display today.



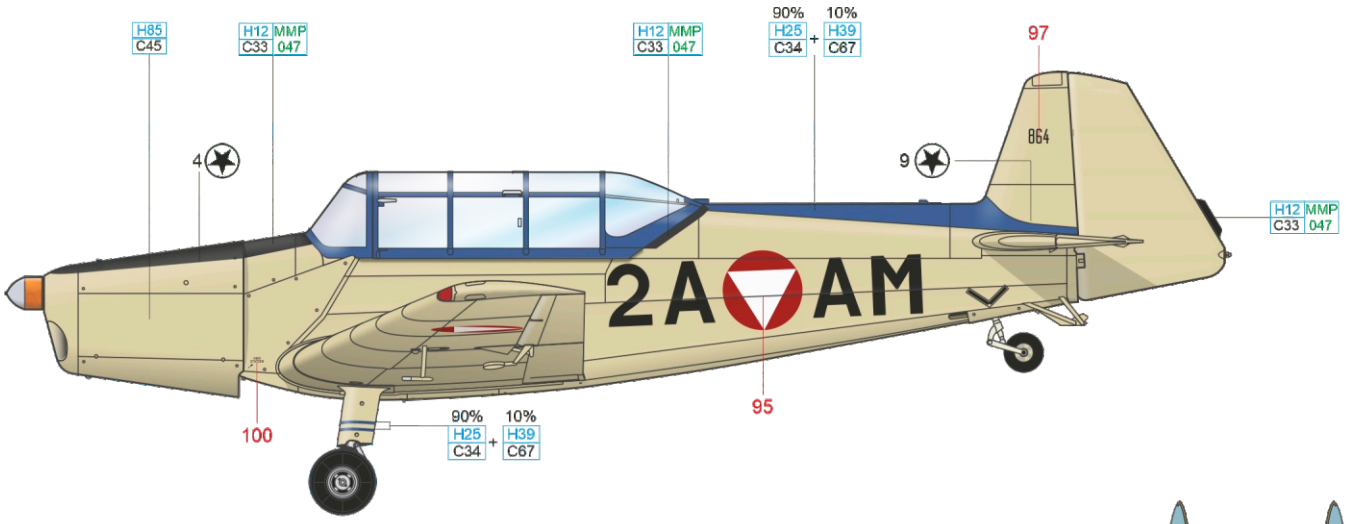
D OK-IGT, No. 735, Kunovice Aero Club, Czechoslovakia, 60s and 70s

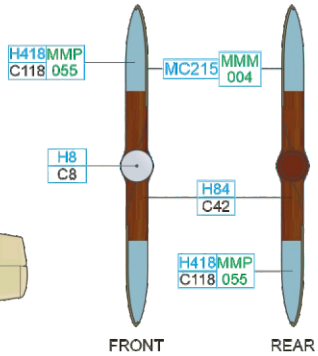
This Trenér was produced in 1953 as C 105-233 and served with the army until October 17, 1955, when it obtained civilian registeration. It was then handed over to Svazarm and flew in the Kunovice Aero Club in an attractive aerobatic livery including a "witch" drawing on the nose. It served until 1976, when it was removed from the registry on September 1 and subsequently cut up to inspect the airframe for corrosion. As it turned out, there was nothing wrong with the aircraft...



E 2A-AM, No. 864, Österreichische Luftstreitkräfte, Austria, 1960s

In the second half of the 1950s, four Z-126s were exported to Austria, one of which was the Trenér No. 864, manufactured 1955. It was subsequently stored and handed over on January 9, 1957. It received the OE-AAL temporary registration for the flight to its new owner and subsequently the Austrian Air Force designation 2A-AM. In 1968, the aircraft was sold off and Heinz Pollani became the owner. From 1977 the aircraft was "grounded" in Groß Enzersdorf. From there it went to the Zeltweg Air Museum in February 2008, where it is on display today. Although it has been given a period military livery, it is not entirely accurate. The differences are particularly noticeable in the size and location of the insignia and code markings. The marking shown here represents the period, not museum scheme.





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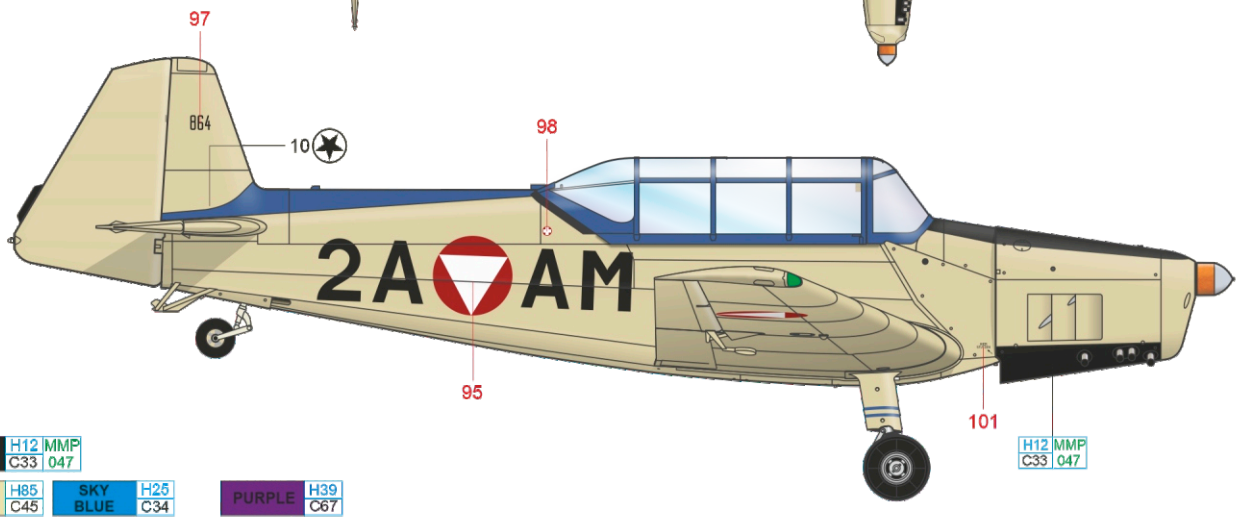
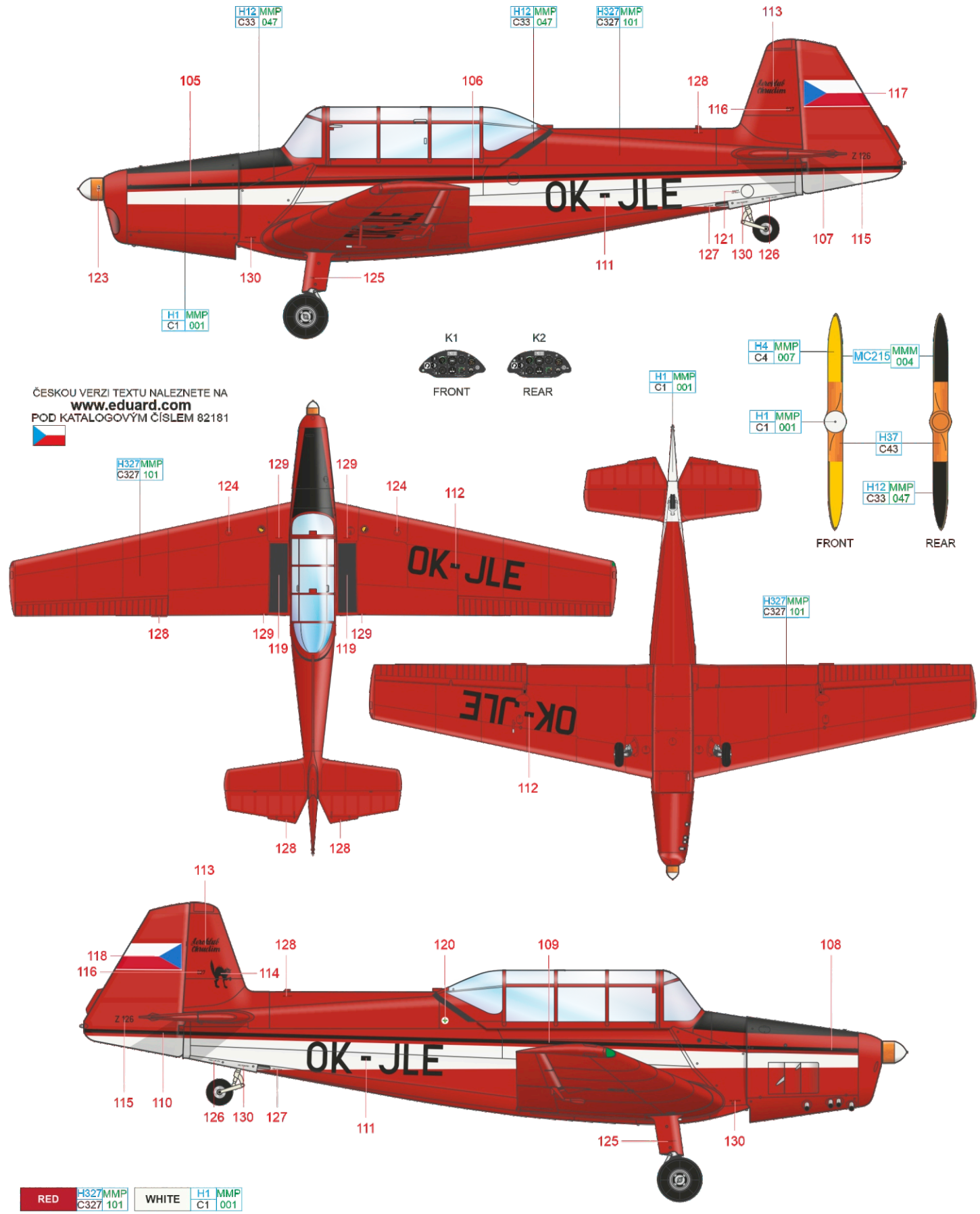


BLACK	H12 MMP C33 047						
SAIL COLOR	H85 C45	SKY BLUE	H25 C34	PURPLE	H39 C67		
MAHOGANY	H84 C42	LIGHT BLUE	H418 MMP C118 055	SILVER	H8 C8	COPPER	MC215 MMM 004

F OK-JLE, No. 827, Chrudim Aero Club, Czech Republic, 2014

This Trenér was produced in 1955, Svazarm took it over on April 30 of the same year. It was flown by a number of aeroclubs, including the one of Havlíčkův Brod in the late 1970s. In 1991, an overhaul of the then decommissioned aircraft was carried out in Aerotechnik for Mr. David, a customer from the USA. However, the Aero Club of Bohemia and Moravia banned the sale of the aircraft abroad and the overhauled aircraft was purchased by Aeroclub Chrudim. There this Trenér served until 2017, when it ended up in corn field after a failed take-off and had to be decommissioned due to damage. It was subsequently sold to a private owner and is currently in storage awaiting overhaul.



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