

Zlin "Trainer" - Hungarian history of this type



HA-SDF at Farkashegy

Trainers flying in the country

In Hungary the trainers were mainly purchased by MHS (later MHSZ - *Hungarian Defense League*) and RNA (*Aircraft Plant Protection Station*, later MÉM RSZ). The first one, [HA-TRA](#), arrived in the country in the spring of 1960, as already mentioned. This aircraft was built in 1959 but due to winter they were unable to fly over to the country. This year, MHS purchased 7 additional Z-226Ts, which were launched with - [TRB](#), - [TRC](#), - [TRD](#), - [TRE](#), - [TRF](#), - [TRG](#) and - [TRH](#). By 1961, MHS had already bought Z-326s - [TRI](#), [TRJ](#) and [TRK](#). After the 1962 World Aerobatics Championship, which was extremely successful for us, the aerobatics life in the country was strengthened and 12 additional aircraft were acquired (3 Z-226T: - [TRL](#), - [TRM](#), - [TRN](#); and 9 Z-326 (- [TRO](#), - [TRP](#), - [TRR](#), - [TRS](#), - [TRI](#), - [TRU](#), - [TRV](#), - [TRZ](#), - [TRY](#)).

Initially, aerobatic world championships were prepared for and attended by aircraft, later generally becoming the main type of motor training (back then basic aerobatics training), until the arrival of the [Zlin Z-142](#) in the 1980s.

In 1967, new Trainers arrived: MHSZ bought one Z-526 (- [SAA](#)) and three Z-526A (- [SAB](#), - [SAC](#), - [SAD](#)). The RNA purchased six Z-526s for training purposes in 1968: - [SAE](#), - [SAF](#), - [SAG](#), - [SAH](#), - [SAI](#), - [SAJ](#). As the model proved to be successful again in the early seventies, the Z-526Fs were: - [SAK](#), - [SAL](#), - [SAM](#), - [SAN](#), - [SAO](#). Of course, in the meantime, MHSZ has also taken the more advanced Z-526F: - [SAP](#), - [SAR](#), - [SAS](#), - [SAT](#), - [SAU](#), - [SAV](#), - [SAZ](#). They also purchased single-seat aircraft for participation in aerobatics: the Z-526AFS - [SAX](#) and - [SAY](#), and, for a short time, an additional aircraft from the GDR, which flew home with the [SAW](#) registration.

In the mid-seventies, purchases were still continuing: MÉM RSZ '75 purchased the Z-526Fs - [IAA](#), - [IAB](#), - [IAC](#). To replace the Z-326s that had been withdrawn, MHSZ had already taken the

offspring model, the Z-726, which were flying - [SDA](#) , - [SDB](#) , - [SDC](#) , - [SDE](#) , - [SDF](#) , - [SDG](#) .

Interestingly, although many of the 57 aircraft operated at home were scrapped or sold (often bought by our compatriots abroad), the model began its second renaissance in the nineties: several previously shut down specimens were refurbished. This is due to the fact that few clubs or entrepreneurs have the right amount of money to buy a modern aerobatics training device (the Z142 is limited in aerobatics and no other), and on the other hand, the Trainer is still a brilliant aircraft!

The "list"

The list below shows the trainers used in Hungary in the order of their serial numbers, which does not always correspond to the order of entry into the country. The list also includes machines that have moved abroad in the meantime. Pictures by Géza Tóth, Jr. They come from the collection of György Badovszky, the author and others.

s / n: 210

year of manufacture: 1958 (oldest Hungarian Trainer, arrived second-hand)

entered country: 1960

registration number: **HA-TRB**

type: Z-226T (discontinued in 1973)

original registration number: OK - MOA *Disappeared after scrapping*



s / n: 322

year of manufacture: 1959 entered
the country: 1960 (first domestic trainer!)

registration number: **HA-TRA**

type: Z-226T (discontinued in 1975) -> Z-226MS (1990, Czechoslovakia)

Currently Borsodi Owned by Flying Club in Miskolc.



s / n: 346
 Year of Manufacture: 1959
 Registration
 Number : **HA-TRC** Type: Z-226T (Stopped in 1972)
Burned in Hangar Fire.



s / n: 347
 year of manufacture: 1959
 registration number: **HA-TRH**
 type: Z-226T crashed
on June 28, 1964 in Budaörs.



s / n: 348
 Year of Manufacture: 1959
 Registration

Number : **HA-TRG** Type: Z-226T (Discontinued in 1973)
It is in the collection of the Museum of Transportation.



s / n: 349
 year of manufacture: 1959
 registration number: **HA-TRE**
 type: Z-226T (discontinued in 1974)
moved to the Czech Republic.



s / n: 918
 registration number: F-BSTA -> **HA-TRE**
 type: Z-326 -> Z-326MF Owned by
[the College of Nyíregyháza.](http://hampage.hu/repules/trener/magyarzlin.html)



s / n: 350
 Year of Manufacture: 1959

Registration

Number : **HA-TRD** Type: Z-226T (Discontinued in 1974) -> Z-226MS (Reintroduced in Budaörs, 1995)

Currently flying at the Aero Club of Győr.

s / n: 351

year of manufacture: 1959

registration number: **HA-TRF**

type: Z-226T (discontinued in 1975)

moved to the Czech Republic.



s / n: 368

Year of Manufacture: 1961

Registration

Number : **HA-TRN** Type: Z-226T (Stopped in 1977)

Burned in Hangar Fire.



s / n: 369

year of manufacture: 1961

registration number: **HA-TRM**

type: Z-226T (discontinued in 1976 and then commissioned in Nyíregyháza in 2000)

Currently in Tököl (?), aerobatic.



s / n: 370

Production Year: 1961

Registration

Number : **HA-TRL** Type: Z-226T (Discontinued in 1975) -> Z-226MS (Restored in 1990)

Owned by Csepel Aero Club, renovated in 2001.

s / n: 625

year of manufacture: 1961

registration number: **HA-TRI**

type: Z-326 (discontinued in 1979)

Currently in Nyíregyháza, where he is awaiting renovation (previously rested in the collection of the Szolnok Airplane Museum).



s / n: 626

Year of Manufacture: 1961

Registration Number : **HA-TRJ** -> N626FS

Type: Z-326 (Stopped in 1976) Has

been in Hungary since 1961, bought in 1989 by M. Gyenes and sold to the United States where Jim Sallee waited



s / n: 646

Year: 1961

Registration number: **HA-TRK** -> OE-CRK

Type: Z-326 (Stopped in 1979)

This was a previously rebuilt "Bukfenc" version, currently flies in Austria (?).



s / n: 829

Year of Manufacture: 1961

Registration **Number** : **HA-TRO**

typ: Z-326 (Stopped in 1979)

Resting in the Museum of Transportation.

s / n: 830

year of manufacture: 1963

registration number: **HA-TRP**

type: Z-326

On 30 September 1973 crashed in Szeged.

s / n: 831

Year of Manufacture: 1963

Registration *Number* : **HA-TRR**

Type: Z-326 (Stopped in 1976)

Burned in Hangar Fire.

s / n: 832

year of manufacture: 1963

registration number: **HA-TRS**

type: Z-326

crashed on August 20, 1968 in Szolnok



s / n: 833

Year of Manufacture: 1963

Registration Number: **HA-TRT**

Type: Z-326 (Discontinued in 1979) -> Z-326M (1992, Czechoslovakia)

Owned by the South Aero Club, operated in Szeged.

s / n: 834

Year of Manufacture: 1963

Registration *Number* : **HA-TRU**

Type: Z-326

On June 1, 1964, Austria broke down during a (successful) attempt to defeat.

s / n: 835

year of manufacture: 1963

registration number: **HA-TRV**

type: Z-326

In 1964, Budaörs crashed irreparably during forced landing.

s / n: 836

Year of Manufacture: 1963

Registration Number : **HA - TRZ** -> N526GZ

Type: Z - 326 (Discontinued in 1980)

Purchased in 1986 by Zoltán Sommer, US.

s / n: 869

year of manufacture: 1963 (entered the country in 1967)

Registration number: **HA-TRY** -> N526ZG

Type: Z-326S -> Z-526 *This machine was originally marked*

OK - SND (Czech) It was model-326Y, the prototype of the Z-526. He is currently in the US.

s / n: 1012

Year of Manufacture: 1966

Registration Number : **HA-SAA** -> N526MG

Type: Z-526

It was sold to the United States in 1987, where it was purchased by Géza Gombos.

s / n: 1053

Year of Manufacture: 1968

Registration Number : **HA - SAE** -> N112TM -> N526AS

Type: Z-526

Sold to USA in 1982



s / n: 1055

Year of Manufacture: 1968

Registration Number: **HA-SAF**

Type: Z-526 (Stopped in 1979, restarted in 1996)

Owned by Zoltán Veres aerobatics champion, but sold in 2002. Currently flying D-EHTW in Germany.

s / n: 1057

year of manufacture: 1968

registration number: **HA-SAG**

type: Z-526

October 5, 1977 crashed in Nyíregyháza.

s / n: 1062

Year of manufacture: 1968

Registration number: **HA-SAH**

Type: Z-526 (discontinued in 1979)

moved to the Czech Republic.

s / n: 1064

Year of manufacture: 1968

Registration number: **HA-SAI**

Type: Z-526 In

August 1978 it ignited in Nyíregyháza.

s / n: 1065

Year of manufacture: 1968

Registration number: **HA-SAJ** -> N104GC

Type: Z-526

Sold to USA.

s / n: 1095

Year of manufacture: 1969

Registration number: **HA-SAK** -> N526JB

Type: Z-526F

Sold to USA in 1982.

s / n: 1098 Year of
manufacture: 1969

Registration number: **HA-SAL** -> N526CG

Type: Z-526F

Sold to USA in 1982.



s / n: 1099

Year of Manufacture: 1969

Registration *Number* : **HA-SAM**

Type: Z-526F

Damaged in 1981, scrapped in 1982, stored in the Wolf Mountain Boiler, then moved to Pákozdra, then repaired in 2000. Available for aerial use.

s / n: 1184

Year of Manufacture: 1972

Registration Number: **HA-SAN**

Type: Z-526F Crashed

on February 13, 1974 in Nyíregyháza.



s / n: 1185

Year of Manufacture: 1972

Registration Number : **HA-SAO** -> N526GC

Type: Z-526F

Sold to the United States in 1984, owned by János Nagy, crashed in 2000.

s / n: 1241

Production Year: 1972

Registration Number: **HA-SAP**

Type: Z-526F

crashed on June 30, 1990 at an Austrian air show.

s / n: 1242

Year of Manufacture: 1972

Registration Number: **HA-SAR** -> OE-CSA

Type: Z-526F

Sold abroad in 1987, currently operating in Austria.

s / n: 1243

Year of Manufacture: 1972

Registration Number: **HA-SAS**

Type: Z-526F

September 4, 1977 Sikonda crashed.



s / n: 1207

Year of Manufacture: 1971

Registration Number: DM-WQC -> **HA-SAW** -> DM-WQC

Type: Z-526AFS

The 1976 aerobatic aircraft arrived in Hungary, borrowed from an NDK air club. He flew 51 hours in the Hungarian Register.



s / n: 1260

Year of Manufacture: 1972

Registration Number : YR-ZAG -> **HA-SAW** -> D-EWIL

Type: Z-526F

Bought from Romania, flown in Hungary between 1992-94.

s / n: 1288

Year of manufacture: 1974

Registration number: **HA-IAA** -> N526Z

Type: Z-526F

Sold to the USA in 1986.



s / n: 1290
 Year of Manufacture: 1974
 Registration Number : **HA-IAB** -> N526ZL
 Type: Z-526F
Sold to the USA in 1984.

s / n: 1291
 Year of Manufacture: 1974
 Registration Number: **HA-SAT**
 Type: Z-526F
May 14, 1983 crashed in Érd.



s / n: 1292
 year of manufacture: 1974
 registration number: **HA-SAU**
 type: Z-526F
The CCS machine is operating in Budaörs (it had an accident in the spring of 2002, it should be replaced).



s / n: 1293

Year of Manufacture: 1974

Registration Number: **HA-SAV**

Type: Z-526F

It was operated by Csepel Flying Club, operated in Farkashegy, renovated in 2001 and has been in Budaörs since 2002.

s / n: 1294

Year of Manufacture: 1974

Registration *Number* : **HA-SAZ**

Type: Z-526F

On August 2, 1985, Kiskunfélegyháza was overtaken by a crash during shooting and crashed.



s / n: 1295

Year of manufacture: 1974

Registration number: **HA-IAC** -> N526G

Type: Z-526F

Sold to the USA in 1984.



s / n: 1018

Year of Manufacture: 1967

Registration Number : **HA-SAB**

Type: Z-526A (Stopped in 1973)



s / n: 1019

Year of Manufacture: 1967

Registration

Number : **HA-SAC** Type: Z-526A (Discontinued in 1973) -> Z-526AM (Reconstructed in Czechoslovakia, 1992)

Owned by Békéscsaba Flying Club, operating as a towing machine, non-aerobatic.

s / n: 1020

year of manufacture: 1967

registration number: **HA-SAD**

type: Z-526A

June 24, 1977 crashed in Budaörs.

s / n: 1308

Year of Manufacture: 1974

Registration Number : **HA-SAX** -> N526AF

Type: Z-526AFS Sold in 1986 to USA.



s / n: 1309

Year of Manufacture: 1974

Registration Number : **HA-SAY** -> N526ZZ

Type: Z-526AFS Sold in the USA in 1986.

s / n: 1333

Year of Manufacture: 1974

Registration Number: **HA-SDA**

Type: Z-726

On October 14, 1995, a low spindle struck Pér on the ground.

s / n: 1334

Year of Manufacture: 1974

Registration *Number* : **HA-SDB**

Type: Z-726

In 1981 it crashed at Csorvás.

s / n: 1335

Year of Manufacture: 1974

Registration *Number* : **HA-SDC**

Type: Z-726

On March 18, 1977, a crashed ground close to Gyöngyös.



s / n: 1357

Year of Manufacture: 1977

Registration Number: **HA-SDE**

Type: Z-726

Currently in operation.



s / n: 1358

year of manufacture: 1977

registration number: **HA-SDF**

type: Z-726

The glider aerobar is operating in Budaörs and is no longer aerobatic.



s / n: 1359

Year of Manufacture: 1977

Registration **Number** : HA-SDG

Type: Z-726

Damaged during forced landing, awaiting repair.

As you can see from the list, just over a dozen Trainers left in the country. This is largely due to the fact that MHSZ scrapped the machines in the sixties and seventies when the flying hours were flown. In fact, there were machines that had been shut down for aeronautical lessons, when, for reasons of simplification of maintenance, a whole series was classified as type scrap. Some of these machines (eg, - [TRL](#) , - [TRM](#) , - [SAF](#) , - [SAM](#)) "emerged" in the 1990s, when it was necessary to bring the two-seater still in flight. Some machines have been upgraded (eg - [TRA](#) and - [TRD](#) they got a new M-137A engine and automatic propeller, which changed their model designation from Z-226T to Z-226MS; but the - [SAC](#) became similar to the Z-326A Z-326AM), others remained in their original state (eg - [TRM](#) with hundreds of aeronautical lessons, or - [SAF](#) , which has since moved abroad). In the eighties, Aeroimpex bought a lot of trainers at low prices, put them back into operation, and most of them have been flying ever since, usually in the US. How good these machines would be today in home pilot training! In addition, a Trainer came from abroad (the new [HA-TRE](#) , - [SAW](#)).

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