

Hatz Biplane Association Newsletter January 2023



President's Corner

Jeff Orear

Greetings from Northeast Wisconsin. I hope all of you had a very happy Thanksgiving, Merry Christmas and any other holiday you celebrate and are ready to start the new year. It seems that once the holidays start, time starts to accelerate. I think it would be advisable for me to tear myself away from my project and do some Christmas shopping before time gets away from me.....again!

As you can see, there is once again a different look to our newsletter. Unfortunately, our editor, Kent Misegades, has had to step away from producing his excellent publications due to his time being limited. We certainly owe him a big thanks for all the great work he has done for us. Until we find a volunteer to take over the editorship, I will do my best to put out a newsletter. It goes without saying that it will not be of the same caliber as Kent's, but as they say, it's hard to find good help!

On a brighter note, our website has been updated with the help of Mr. Robert Heller. Robert has agreed to get the site up and running, but we still need to have someone step up to be the webmaster. If you have the skills and the time, it sure would be appreciated if you could pick up the flag for us. Contact me or Jeff Moore if you are interested.



President Orear presents a \$250 donation to Ami Eckard-Lee, Collections manager of the Kelch Museum at Brodhead.

As is our custom, the annual HBA meeting was held at Brodhead this past summer. Donations in the amount of \$250 each were authorized to EAA Vintage, EAA Chapter 431 at Brodhead as well as the Kelch Museum at Brodhead. A discussion was had regarding establishing a separate EAA category of homebuilts which would include the Hatz, Pietenpol, Witman designs, etc. A suggested designation is Legacy Homebuilts: Homebuilts inspired by the golden age of aviation. Having such a category would make it possible for aircraft of the type to be parked together while at Airventure, enhancing camaraderie among builders and would also make it easier for the interested public to view this type of homebuilt. This is a concept that hopefully will gain momentum not only for our group, but for other similar types of plans built homebuilts. I plan to meet with Charlie Becker who is in charge of homebuilts at Oshkosh sometime after the first of the year to see if we can make some progress. I also plan to contact the Pietenpol association to see if they will join our cause.

One last bit of business discussed was the possibility of a dinner for our association at either Brodhead or Oshkosh to celebrate the 55th anniversary of the Hatz CB1 design. More to come with that as things develop for next summer's get together.

Enough for now. I've got some Christmas shopping to do!

As always, Remain Calm, and Hatz On!

The Dawn Patrol (And Other Day Dreams)



Ted Tracy

The Batman wound the klaxon alarm and the sound of the siren pierced the calm morning air of the airdrome. A flight of enemy aircraft had been sighted crossing the front and it would be today's job to get up there and see what they were about. So we pulled on the heavy flying suits, caps and goggles and ran toward our machines.

My trusty mechanic, Corporal Shultz had the motor on the Olde Stove Bolt running and warmed, with chocks ready to pull. I managed to throw Frank a brisk salute as I clambered aboard the Olde Crate, strapped in and gunned the throttle as we raced to meet the enemy in the air.

As we climbed to meet the Fokkers heading toward us, I couldn't help but wonder, "Who would want to fly into a dogfight at this ungodly hour? I mean a fellow could actually get killed... or worse!"

After flying nearer and nearer to the front, we finally spotted the German squadron well below us, beneath a thickening layer of cloud. We all nodded to each other in agreement and dove our machines to meet the enemy in aerial battle. As we descended through the cloud layer, the mist enveloped me and grew surprisingly thick. In the increasing scream of the dive, I lost sight of the others, the cloud layer was much thicker than I suspected. When I finally dove out the bottom of the clouds, there it was... appearing out of the mists on the horizon... my first fuel stop, Rensselaer, Indiana. It was right where Foreflight assured me it would be. That could have been a close one. Except it wasn't, cause ya know... ForeFlight...

After an alarming hiccup at KRZL over fuel and a suitable credit card, I was once again airborne and on my way towards C37, Brodhead airport. The ancestral home of Hatz biplanes and Pietenpol parasols the world over. After a short 136 miles and

a quick jog around the ORD class B airspace, the mystical Brodhead airport hove into view. Looking down on the freshly mowed grass runways, it could have been a day in June of 1918. Or a summer day in the Thirties, or maybe a Friday in July, 2022. A quick low survey of the runway seemed in order, better to sequence with traffic and check for wayward livestock. Soon I was down and taxiing toward the usual tie down spot on the south end of the field. After quickly unpacking my stuff from the plane, I tied Big Red down for the night, then it was time to check in with the Hatz gaggle.



Steve Miller's beautiful Classic

The Prez (the Hon. Jeff Orear) was already running his usual tight ship in getting the operation up and going. The traditional large meeting tent had apparently been eschewed for a smaller shade affair this year, but no one seemed the worse for the wear. Pretty soon it was all back slapping, hand

shaking and “How’s Mom ‘n ‘em?” and “ Oh yeah, how’s the Hatz comin?”. The usual “Wisconsin Hospitality” was already flowing (libations and snacks) , and all began to settle in for a Hatzy weekend.



A step back in time. Recreation of a hobby store from back in the day in one of the hangars at Brodhead

As has seemingly become the norm of late, the meet was well attended by both club officials and members, if somewhat light on actual aircraft. Officers present were Jeff Orear (pres), Mark Taylor (vp), Rick Shultz (sec), and Jeff Moore (treasurer), along with area directors, Mark Marino, Mark Lightsey and Jeff Cain. The three Hatz aircraft in attendance were those of Jeff Moore, a lovely green CB 1 owned by Robert Hilbert out of Marengo IL , and arguably the star of the weekend, the newly re-engined Verner/Hatz flown in from Ohio by Mark Taylor. A loose head count of members showed somewhere around twentyfive folks, more or less, which also seems about average.



A fine line up of Hatz biplanes



Annual HBA meeting under way. EZ-up tent was kindly provided by Pientenpol Association president Larry Clements.



Hands on hips seems to be the Hatz-stance

Club business was carried out at the annual association meeting on Saturday. Details about the meeting will be covered by The Prez in his column, but as usual, the various officers reported on the status of their areas of responsibility, club funds, membership, etc. Another motion was carried to make a donation to the Kelch aviation museum located on the field. Both the collection and the building infrastructure has grown in the past year, and is truly impressive, given the small community it lives in. Another item of interest covered was discussion about a possible meeting to celebrate the 55th anniversary of the Hatz family. I'm sure there'll be more on this one as it develops.



Sketchy Hatz Biplane Factory sign winner Ted Tracy



Luke Wuest accepts his winnings

One of the fun events of the meeting was a drawing for one lucky club member to win a seriously cool "Hatz Factory" sign designed and manufactured by Bob Burkholder. Bob graciously donated two signs to the club to gin up a little fun and hopefully a couple bucks for the treasury. The signs turned out great (Bob has tweaked the design to include a contrasting backing plate to highlight the laser cut image) and the drawing was held to pick a winner to proudly fly the Hatz colors in their home or workshop. There was quite a bit of interest, and in the end, Appleton Wi. member Luke Wuest was the lucky winner of sign number one. Club leadership decided to hold the remaining sign to raffle at "The Big Airshow" up north the following week. At the end of the airshow week, another drawing was held for those who bought raffle tickets, in the end, some guy from Ohio ended up taking that one home. There was some good-natured ribbing regarding shenanigans but that was quickly squelched. I believe that there was some talk about the Wisconsin Gaming Commission getting involved... For those that might be interested, Bob advertises his signs in the back of each issue of the newsletter. They're seriously cool and would look great in anybody's home or workshop. Thanks again Bob!



Presidential summit between Hatz and Pietenpol Associations presidents Jeff Orear and Larry Clements

After the meeting, there was some flying and ride hopping during the afternoon, but as can happen during the summer in Wisconsin, some weather stirred up and threatened the field. I guess one of the benefits of a lower aircraft turnout was that we were all able to find hanger accommodation to shelter the storm. I know we all slept a little better knowing the airplanes were safe and out of the weather. The possible exception being Jeff Moore and his daughter, who bedded down in the hangar with the airplane. Whether this was to keep an eye on the plane, or a bout of "Hoosier Thriftyness" I have no idea, but both were still there in the morning.



Mark Taylor and Jeff Moore safely tuck their airplanes in and available hanger to weather an approaching storm.

As the morning progressed Jeff, Mark and I decided to fly a three ship from Brodhead up to the "Big Show" via a fuel stop in Portage Wi. (C47). The stop in Portage turned out to be a good idea, and the local folks were friendly and seemed to enjoy both the show and appreciate the business. We decided to split up for the next leg, and make our own way to KOSH. Kind of an every man for himself kind of deal.

I'll cover more on this leg later in a bit I'm gonna call "How I almost got killed just minding my own business flying to Oshkosh on the Fisk Arrival."

'Till then, fly safe, keep building and as Loren Wilkerson used to say, "Stay Hatzy !".

Poor Man's Spray booth

Jeff Orear

One of the things that I was concerned about in planning the construction of my Classic was where I was going to do all the finishing and painting of the project. I have very limited room to designate as my shop, so I had to get creative to fabricate myself a "facility"

At first, I considered converting my one stall garage shop into a spray booth. Seems like a logical idea, but then the details came to light. Lots of "stuff" clutter the shop, along with lots of dust from said clutter. I would also

essentially shut down my shop and have no other area to work. Time for plan B

So, a stand- alone temporary booth was the next step. I purchased a 10 ft x 20 ft carport from Harbour Freight. I fashioned wood frames to close off the gable ends of the tent and covered them in plastic. Then Curtains were made from plastic with grommets at one edge. The edges of the plastic were folded over several times to make the material thick and strong enough for the grommets. The curtains were then hung with zip ties to the frame of the carport.



To prevent the curtains from blowing into the booth, I tied twine at two levels between the poles of the carport. The curtains were then “secured” to the driveway with lengths of 2x4s to weigh them down.

I built a frame to hold two 22” box fans that were set to blow air into the booth from one end of the booth. Another frame was made to hold filters on the other end of the booth. Access to the booth was simply from one corner being pulled away from a support pole. All the curtains were secured to the vertical posts with clamps purchased at Harbour Freight.

Whenever I felt the weather would turn nasty, I would roll up the curtains and clamp them to the poles of the carport. We had a couple big blows while it was up and doing so saved the day.



For lighting, I used 3, 3ft LED shop lights that were zip tied horizontally to the carport poles. I also had a couple lights clamped to supports that I could move around as needed.



A tarp on the concrete finished the deal. For being “home brewed”, I felt it worked like a charm. I’m sure my neighbors thought that the circus had come to town, but no harm, no foul.

Flying wire group purchase

One of the more expensive purchases for our Hatz projects is that for the flying wires. In the past, Skybolt has graciously agreed to providing a discount to builders if their wires were purchased with a group of purchasers. Currently Cheryl at Skybolt has 2 people in line for wires. It takes a group of 5 to receive a discount, so if you are interested, contact Cheryl at Skybolt.

Dues are Due

Just a reminder that \$25.00 dues are due. We are still working on getting a link to our website to do so. For now, you can contact our treasurer, Jeff Moore, at hatz246@aol.com and pay via PayPal, or you can send a check to:

Hatz Biplane Associatio
c/o Jeff Moore
9981 S. 50 W
Pendleton, IN 46064

2023 upcoming events

Sun N Fun
Lakeland, FL
March 28-April 2

Hatz/Pientenpol flyin
Brodhead WI
July 20-23

EAA Airventure
Oshkosh WI
July 24-30

AAA/APM flyin
Blakesburg IA
Aug 29-Sept 4

Builder's Projects



Ed White's Classic in the bones.



Ed's beautiful cowl work



Rick Shultz's polished speed ring AKA "jewelry"



Rick's top right wing



Rick's right top wing ready to go



Rick is going to be "red-y" to assemble soon!



**Hatz Biplane Association
Membership/Renewal Form**

Please update information and return promptly! Also put any news or project information for the newsletter on the back.

Name/Spouse Name: _____

Year Round/Summer Address: _____ Start Date: _____ (n/a if year round address)

Address: _____

City/State/Zip Code: _____

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Home Phone #: _____ Cell Phone #: _____

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Country: _____

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Email Address: _____

Base Airport:

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City/State: _____

Base Airport:

Name: _____

Identifier: _____

City/State: _____

Hatz Project/Aircraft or Other Aircraft Owned:

Year:	Model Name:	Serial #:	NR:	Flying	Project
_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>

Annual Membership Dues: \$20.00

Please make check payable to the Hatz Biplane Association and send to:

Hatz Biplane Association
9981 S. 50 W.
Pendleton, IN 46064

Telephone: 765-425-6248 email: hatz248@aol.com website: www.hatzbiplane.com

Please make sure you return the completed form with your membership dues. Thank you in advance for your cooperation and support.

Please Note: Current HBA dues are \$25.00, not \$20.00 as noted on the provided outdated renewal form. Apologies for the confusion

TO ORDER PLANS AND BACK ISSUES, SEE

WWW.HATZBIPLANE.COM

HBA STORE PAGE



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The Great Stuff for Sale Page

Plans

 <p>ORIGINAL HATZ CB-1 BIPLANE PLANS</p> <p>A complete set of Hatz CB-1 plans, as drawn by Dudley Kelly.</p> <p>Your plans set will carry its own serial number and will include weight/balance calculations, flying wire dimensions, full-scale wing rib template drawings, and more. Time to start building that Hatz!</p> <p>\$200.00 US each</p>	 <p>ORIGINAL HATZ CLASSIC PLANS</p> <p>Your plans set will carry its own serial number and include all the information you'll need to build your Hatz Classic!</p> <p>\$250.00 US each</p>
 <p>ORIGINAL KELLY-D BIPLANE PLANS</p> <p>The "simpler Hatz", designed by Dudley Kelly, without a centersection and with most of the curves squared-off, the Kelly-D is distinctive, yet flies much like the Hatz.</p> <p>Your plans set will carry its own serial number and include all the information you'll need for that one-of-a-kind Kelly-D.</p> <p>\$160.00 US each</p>	

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Hatz Biplane Association Back-issue Newsletters



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The Hatz newsletter (1992-2005 issue #1) is available on CD-ROM. All issues from volume 1 number 1, through volume 14 number 1 are present, with many of the pages in full color. The newsletter is in Adobe PDF format and is displayed exactly like the original paper master from which it was scanned. All text, photos, and advertisements are here. The Hatz Biplane Association history and committee support is presented in detail. Research in topics of interest can be investigated through the word search capabilities embedded in the PDF file. All 750 pages may be printed by the enthusiast (in color and/or black and white).

Computer requirements: CD-ROM drive and software to read the newsletter (PDF version 1.5). Software is freely available from www.adobe.com. Adobe Reader version 4 works fine, though Adobe Reader version 8 or greater is recommended for word search capability.

Newsletter back-issues

Hatz Biplane Association Members price: CD-ROM \$20.00 U.S. each

Nonmembers price: \$45.00 US (CD-ROM and 1 year HBA membership)