

# THE HATZ HERALD

## THE OFFICIAL NEWZLETTER OF THE HATZ BIPLANE ASSOCIATION

### ***President's Corner***

*Jeff Orear*



The 2023 Hatz/Pietenpol annual fly-in at Brodhead, Wisconsin is in the books, and what an enjoyable event it was. There were close to 30 folks that attended the event, who enjoyed some nice cool weather by comparison to areas smoldering in the heat further south. As seems to be tradition, trying to keep up with the weather at Airventure, there was some heavy rain, but it occurred at night and did not dampen daily activities. Tell that to the folks that slept in tents tho! (Yes, that would be the new Newsletter editor who baled for awhile to avoid drowning. Jeff Moore apparently has a better tent!)

As is normal procedure on Saturday, the Board of Directors held a meeting with the general meeting following. Our Treasurer, Jeff Moore gave our financial report which revealed the association is operating in the black with an \$18,232.00 balance. As is the practice of the HBA, donations were distributed. The local Brodhead EAA chapter 431 received a check for \$431.00. The Kelch Museum located on the Brodhead Airport grounds received \$500.00, with EAA Vintage being donated \$250.00 prior to our Forum at Airventure.

The Board revisited the discussion regarding promoting vintage homebuilts within the EAA and at Airventure. A possibility was introduced of attaining this goal under the auspices of the vintage division of EAA. The type would include plans-built homebuilt designs prior to 1970.

Since the newsletter is not currently on a set schedule of publication, it was decided to not only post them on our website, but to return to emailing them directly to members. *(More on this later. Ed)*

Once again, Bob Burkholder graciously donated two Hatz Biplane Factory shop signs to be auctioned off to members. The sign raffled off at Brodhead was won by former HBA president Chuck Brownlow, with the other raffled off at the forum at OSH going to new HBA member Max Cloward. Congratulations to them both! I am certain that they will both be hung in the main bathrooms at their homes for all to see!

Our illustrious secretary Rick Shultz commissioned a very nice metal sign commemorating the 55th anniversary of the CB-1 design and presented it to the Hatz brothers in attendance: Lyman, Al, and Clifford.

Ray Jarvis, came all the way from Australia to meet the Hatz he had purchased sight unseen, then flew it to Brodhead on their first flight together. Ray is a retired airline captain for Cathay Airlines, among others, and had no problems with his Hatz. He planned to disassemble the aircraft, pack it in a shipping container, and send it home to Oz. Because of the blind trust Ray put in his Hatz, the Board decided that he should be appointed Director of Pacific Theater Operations. He wasn't aware he was being considered for such a prestigious office until it was quickly voted on before he could raise any objections, but that's how we operate in the HBA.

Some time was well spent having everyone in attendance introduce themselves and tell their stories of where they are in their Hatz journey. Afterward a lunch was enjoyed by 21 members at the Sand Burr Family restaurant just a mile from the field. Good food, good conversation, good fellowship were enjoyed by all. We enjoyed the lunch so much that it will become an annual event for the fly-in going forward.

The HBA again manned a type table in the Vintage hangar at Airventure, and a special thank you goes out to members who volunteered. It was again hot, but a couple fans and a cooler of cold water made things tolerable. Jeff Moore and Carlo Cilliers flew their airplanes to Oshkosh, with Carlo winning the Silver Lindy for plans built homebuilt. Congrats Carlo!

As you can see, Brodhead and Airventure were once again busy, fun filled events. Thanks to all who attended, and I hope to see you there next year!

Remain Calm, and Hatz on!





Ami Eckard-Lee receiving the donation to the Kelch Museum



Rick Shultz presenting the Hatz sign to the Hatz Boyz



Lucky Chuck Brownlow with his sign donated by Bob Burkholder



Ray Jarvis, New Director of the Pacific Theater



Lunch at the Sand Burr Restaurant

A total of six Hatzes were on the field at one time, with a few folks enjoying their first Hatz rides. A big thank you to those members who brought their airplanes to Brodhead.





The "Sunday Morning Crowd" – Mike Johnson, Rick Shultz, Jeff Orear, Kathy Shultz, Ray Jarvis, Rob Lynn and Mark Taylor in front of Ray's "new" Hatz. (Jeff Cain taking photo)



Cain's Airplane Boxers – Make this an annual event?



Pres Jeff meeting with Philippe Caddeo from France. They are both using Rotec powerplants

### ***And a New Newzletter Editor . . .***

Greetings HBA Members,

My name is Rob Lynn and I am the Hatz Biplane Association (HBA) Director East. At the latest HBA Bored meeting that took place at Brodhead in Mehlin's old (now Joe Kerner's) hangar, the Bored members discussed needing a Newzletter editor. I try to attend the Bored meetings because if one is absent, one is often nominated to a position. So I thought I was safe. During the discussions about a newsletter editor everyone seemed to be looking at me. Not a good sign. When a pistol was produced (OK, a water pistol, but the message was clear) I knew my fate was sealed. So I "volunteered" to be the HBA Newzletter editor. My advice: Run for the Hills!

About me: I have been an AHA/HBA member for 20+ years, so I am one of the "old guys." I found a Lauzon fuselage project over 20 years ago when we had our gathering at Poplar Grove, was talked into buying it, and trailered it home to our farm in West Virginia. I built it with a round fuselage and Classic lower wings with an O-320 but I



certified it as a CB-1. It is painted in the colors of a 1930's Mexican Stearman, and the controls are in Spanish. Good theft protection unless the thief speaks Spanish. Nineteen years later it made its first flight. Then its second flight. Then its third flight – but not its fourth. In West Virginia, runways are either on mountain tops or in valleys. The one I was using is on a mountain top. I ran it off the runway and over the embankment after hitting a sapling. The left landing gear became retractable (once) and there was damage to the fuse but the wings miraculously remained structurally intact. After a long dance with the insurance company (more on that in a later article) and another 18 months of mourning and rebuilding, she is back in the air again for her fourth and subsequent flights. I think I got it licked now! She is an absolute joy to fly. If she could cook I'd marry her!



Before I forget, I want to make a hearty Tip of the Topper to Kent Misegades who authored the Newsletter until life obligations made it untenable for him to continue. If you are looking for a Newsletter as nice and professional as Kent's, you will be sorely disappointed. I have never done anything like this before so I will ask for your patience, forgiveness, but above all your help. I can't do this alone. I will need the membership to send in stories, project updates, newsworthy items, and the occasional \$20 bill to subsidize my tequila habit. I envision the newsletter to be a quarterly event since I have a life and a Hatz to fly and a monthly tome would be unsustainable. I cannot guarantee that the Newsletter will go out precisely on the first day of each quarter. I head to Mexico for part of the winter and my computer there only writes in Spanish.

About the newsletter heading: **THE HATZ HERALD**. In AD 1998, the Antique Airplane Association (AAA) published an edition devoted to the Hatz design and called it the "Hatz Herald." I liked the name so I contacted Brent Taylor at AAA and asked if I could pirate the name. He said he had no plans to ever use the name again so he gave

permission for the HBA to use the "Hatz Herald" name. So there you have it. I thought it was catchy. Maybe corny. It is what it is for now. If anyone can come up with a better name let me know.

I am hoping the Newsletter will be informative, pertinent, but above all fun. At times there will be some tongue-in-cheek stuff: what my wife labels as "adolescent and sophomoric." Based on all the fart jokes and Cain's airplane boxers revealed on Sunday morning, I believe "adolescent" is most appropriate.

I hope to peruse the REALLY early Newsletters and grab some of Michel Pallier's cartoon sketches to recycle as they are always pertinent. Stories of what was done right in building or flying a Hatz, as well as what was done wrong are welcome. I will definitely be leading off with an article on what I did wrong in a later issue. Let's be humble, and not like the youtubers who only post their successes. Let's face it – nobody is that perfect. I would also like to feature "Letters to the Editor," or in our case "E-mails to the Editor." Although I reserve the right to delete the really nasty ones that seem to populate cyberspace these days. And, hopefully, I can revive the "Hatz Nutz and Boltz" column with technical suggestions. All suggestions welcome.

So that is about it. The HBA Newsletter will be an evolving project, and I am always open to helpful hints, constructive criticism (my wife is very free with her "constructive criticism"), and ways that I might do things differently. I will be using MS Word to put the Newsletter together, so if anyone knows of a better FREE system for the Newsletter structure, let me know. I can be reached at [citabriarob@hotmail.com](mailto:citabriarob@hotmail.com). Yes, my "other" airplane is a 1967 Citabria.

So strap in, clear prop, advance throttle, and let's take off and see how this new endeavor flies!

Blue skies,

Rob Lynn – Editor, Hatz Herald

# THE HATZ GALLERY

MISCELLANEOUS PHOTOS FROM BRODHEAD AND AIRVENTURE



A 1982 CB-1 for sale by Elroy Hilbert



Mark Taylor's Verner powered Hatz



Jeff Moore and Carlo Cilliers' Hatzes demonstrate the versatility of the design



Jeff Cain ALWAYS follows the rules, but at Airventure he follows the sign directions

TO THE LETTER

## **THE DISCLAIMER**

Notice: The Hatz Biplane Association (HBA) is a non-profit volunteer organization dedicated to the support and enjoyment of the Hatz CB-1, Classic, Kelly D and Bantam biplane designs. The HBA Newsletter (The Hatz Herald,) and the Hatz Website are the official HBA forums for the exchange of information between its membership, builders, or enthusiasts of the designs. The Hatz Biplane Association, Hatz Herald Newsletter and the Hatz website disclaim all warranties with regard to this information, including all implied warranties of merchantability and fitness. In no event shall the Hatz Biplane Association, Hatz Herald Newsletter, or the Hatz website be liable for any special, indirect or consequential damages or any damages whatsoever resulting from loss of use, data or profits, whether in an action of contract, negligence or any other action, arising out of or in connection with the use or performance of this information.

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## 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: \_\_\_\_\_

Address: \_\_\_\_\_

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*The Association's newsletter is paperless. Please look for future issues in your email inbox.*

Membership Locator: Do you wish to have your information added to our online member locator? YES NO

### Base Airport:

Name: \_\_\_\_\_

Identifier: \_\_\_\_\_

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### Hatz Project/Aircraft or Other Aircraft Owned:

Year:	Model Name:	Serial #:	N#:	Flying	Project
_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
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**\*\*\*\*\* Annual Membership Dues Are: \$25.00\*\*\*\*\***

**Due January of each year**

**You can pay by one of these three methods:**

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Thank you in advance for your cooperation and support.***