

THE HATZ HERALD

THE OFFICIAL NEWZLETTER OF THE HATZ BIPLANE
ASSOCIATION

VOLUME #24, ISSUE #2, JUNE 2024

All Flight Paths Lead to Brodhead!!



Are those casks filled with avgas, or fine French wine?

President's Corner

Jeff Orear

I've mentioned this before, but one of the most gratifying things I have experienced during the journey of building my Hatz and being associated with the HBA is the people I have met along the way. As I approach inspection and first flight of my Classic, I've had a chance to reflect on all the suspects that are responsible for my obvious diversion from what "normal" people do. I even have photographic evidence of a few, but not all of them.



First of all, Captain Don Stewart. Don is the designer of the Headwind, Foo Fighter, and 265. He has been my go-to guy for many questions I've had both for this project as well as my RV. I've been so very fortunate to have him as my mentor and friend.



This guy, our third president of the HBA Chuck Brownlow, is single handedly the culprit who got me turned on to Hatz Biplanes. If he hadn't parked his beautiful Classic at show center during an Airventure past, all of this wouldn't have happened. Turns out, I'm grateful he did.



Can't leave out "The Airplane Whisperer" - Carlo Cilliers. I have had the frequent pleasure of phone conversations with Carlo that have steered me straight on the installation of my engine. An added benefit has been exposure to some really bad jokes. Bad meaning good.



Capt. AC Hutson: Another valuable source of help with answers to questions about my engine.



And finally, these folks. Ted Tracy, Kathy and Rick Shultz. You might call us three guys the three stooges of the Hatz world. We group text each other where we share ideas, progress, setbacks and good-natured jabs at each other. Often times, their encouragement has been what has kept me going. As a result, these guys will always be my friends. Thanks guys.

There are of course many other awesome people in our organization that have made being a part of this group fantastic. Basically, icing in the cake of building a Hatz.



Hope to see many of you at our annual fly-in at Brodhead July 19 - July 21 this summer. We will hold our annual meeting on Saturday, July 20th at 10:30 after the board meeting at 9:00. All HBA members are again invited to an association sponsored lunch after our meeting Saturday at the Sand Burr restaurant just southeast of the airport on County T. As we have done for the last couple of years, beer, wine, soda and water will be available to members as well as munchies Friday and Saturday afternoon. Come sit in the shade and enjoy a cool refreshing beverage while telling "truthful" flying stories.

We will again be manning a type table in the Vintage Hangar at Airventure. A signup sheet will be passed around at Brodhead. The table is a great way for us to spread the word about Hatz biplanes and it only happens with volunteers, so please consider helping out. Our Hatz forum will be presented in the Vintage Hangar on Tuesday, July 20, at 8:00 AM.

As always, remain calm and Hatz on!

Around the Corner: From the Editor

Rob Lynn



It has been a busy few months for me with airplane stuff. Back in February, with my wife still in Mexico, a bourbon in hand, and Barnstormers on the screen (a very bad combination for the fiscally appropriate) I saw an ad for a Citabria in Georgia. Looked pretty good: 400 hrs SMOH, 1400 TT, 1976 7GCBC, lots of other goodies, good price. The catch: she needed complete recover. I contacted AC Hutson who lives in the same general area of the plane, and he knew the plane and the owner. He said it was as advertised. So I hooked the trailer to the Xterra and headed south. The fabric was bad, but “airworthy,” and it ran smooth and strong. AC and Sue were wonderful hosts for the couple of days I was there (FYI: AC can COOK!) I loaded the trailer with the aluminum Milman spars and other parts that I bought with the plane and headed home. The owner delivered the plane to West Virginia several weeks later (my check had to clear) and now I have a new project that flies great. I will play with her for a spell, until the insurance runs out, and start the recover later this summer.

I headed to Phoenix in April to take some flight training with Budd Davisson in his Pitts S2A. I wanted to work on refining my sight picture on landing (a bit of a problem for me in my Hatz as you may remember.) Budd is a very interesting person with lots of stories, and an excellent instructor (CENTER THE BALL ROB!!!) We did a lot of fast taxis in his Pitts, and I feel more confident now with my Hatz. I hope to write about my experience with Budd in a future Herald.

As always, I need submissions if you don’t want to see the same photos and hear the same stories repeatedly. I get bored, and so do you. Yes, there are blogs, but if nobody knows you have a blog of your build what’s the point? Post an update and photo or two in the Herald and reference your blog and see the readership spike! I am not above begging for material, as several of you already know!

So – **BRODHEAD!** July 19 – 21. Our annual Hatz Gathering of the Gaggle. I am hoping to bring the Senorita (the plane, because I can’t afford a human mistress) to Brodhead. Hopefully we will have decent weather and a good turnout of people and Hatz’s. If you need an incentive, the Association provides snacks, liquid refreshments, and a free lunch on Saturday. And of course, the wonderful people who love and appreciate the Hatz design: they will be there too!

Hope to renew my acquaintances with many old friends and meet some new ones.

Cheers and Happy Hatzin’

From Bob Burkholder, New Alexandria, Pennsylvania

I purchased my CB-1 project in 2015. The wings were done except for the leading edge and pulling the wire for the nav lights.



The fuselage had a good start. I had to bring the tail end together and weld the tail post in. I then built all the tail feathers. Last winter I did all the control cabling. This past winter's project was building the engine mount which was a lot harder and took a lot longer to build than I thought. I ended up having to get a certified welder to do the welding and build an elaborate jig to keep things lined up. My project came with an O-200 that I traded for a low time O-320. At Airventure 2023 I purchased my radio and transponder with ADS-B OUT and built-in intercom built by Trig with remote heads to save panel space. When I retired two years ago, I was working as a fabricator at a metal shop. I went back to work, working two days a week so I could use all the equipment when I needed to make parts. I recently made my instrument panel; I gave one of the engineers the measurements and sent the file to the laser and cut it out in a minute after mounting them. I wasn't happy and ended up cutting it out four times before I got it the way I wanted; big benefit to working two days a week mostly running the Laser.



I recently ordered the flying and landing wires and just finished the stringers from the rear pit back. I am going to use aluminum from the rear pit forward so I will have more access if I need it for inspection. Looking forward to getting started on wiring and firewall forward. I would like to look at a couple more Hatz's to get ideas on making the engine cowling and baffling. A big thanks to Mark Taylor and Rob Lynn for letting me come look at their Hatz's and answer all my questions.

From Michel Pallier, France:



We have 3 Hatz CB1 flying in France, all 3 with the Continental O-200 (100hp). The blue one is mine , the red and the yellow one both built by Vincent Carret. Picture taken in 2020 ... we managed to organize a last minute unexpected gathering as Vincent was landing not far from me on a cross country flight. 2 other unfinished Hatz in France : builders Philippe Caddeo and Jean Philippe Issanchoux .. both with radial engines . But this is another story . . .



Detail of Michel's front door with a brave 7 year old passenger, MALO, sitting on 4 cushions and very excited about his upcoming Hatz flight. Definitely a future HBA member. Viva la France!

(Many thanks to Michel for the front page Brodhead drawing! Ed.)

From Ted Tracy, Somewhere in the free state of Ohio

This past fall, just as the weather was starting to close in, I had the pleasure and privilege of conducting the initial flight of Rick Schultz's Verner powered Hatz Classic. She is a beautiful ship, and I am getting spoiled! As you can imagine, it was a great honor and not an insignificant responsibility to be given the opportunity to play a small part on the team that helped Rick to realize a lifelong dream.

I've known Rick for seven or eight years now, having met through the inter- webs and our mutual desire to build Hatz biplanes. In the intervening years, I was fortunate enough to have a ring side seat as Rick crafted this aerial work of art, and constantly cheered from the sidelines as he neared the end goal of an airworthiness certificate. There may or may not have been a fair amount of good natured, brotherly ribbing doled out along the way as well... who's to say really?

After the airplane was completed, Rick lined up a mutual friend , that was very well suited, to do the first flight. I whole heartedly endorsed his choice. Unfortunately, after a series of setbacks with the airplane, and some personal issues with our bud, our guy became temporarily unavailable.

In the end, the airplane was ready and I couldn't stand to see Rick wait any longer. Time was wasting and the days were growing short. He deserved to see it fly.

So on the appointed day, I climbed aboard, Rick and I shook hands, and I taxied her to the grass for the first flight. I was mindful of advice given by another experienced Hatz friend on the subject of first flights. He had cautioned, "Get it in the middle of the air as soon as possible."

Got it... check...

As I rounded the corner to take the runway, I thought to myself something my Dad always used to say: " Hell, no balls, no ping pong..."

Right at the end, I figured: "Hey, it's just a little ole biplane, what the hell are ya waitin' for?"
Throttle up . . .

Cheers, T

Certificates of Completion

If you have completed and flown your Hatz project you MUST have an official Certificate of Completion from the Hatz Biplane Association. Please provide:

Name

Photo

Hatz variant (CB-1, Classic, Bantam, Hybrid)

N-Number, Serial Number (Plans number)

Date Certified and Date of first Flight

Send info to Mark Marino h10aero@gmail.com

All the cool people have one . . .



Rick Schultz Hatz



Hatz Nutz and Boltz – Props

From Rob Lynn

I made a road trip to Lititz, PA, about 4 ½ hrs from my home in West Virginia, to pick up a prop and tour the facility. Very nice folks. They are currently in a newer facility, but I cruised by the original Sensenich facility next to Lancaster County Airport on my way to have lunch.

Sensenich (pronounced Sen-sen-ik) Propellers was founded by the Sensenich brothers in 1932 and hasn't missed a beat since. The prop blanks arrive at the factory in a rough state. The blanks are hammer forged from 2025 Aluminum alloy. The aluminum and the blanks are made in the US. The first two steps are done by computer controlled machines. The prop hub and mounting holes are bored, then the prop goes to another machine for rough shaping with milling bits. The prop comes out of this machine with lots of longitudinal "steps" cut into it.



This is the end of the computer machine work. The rest of the work is done by hand and it is truly an art. Next the prop goes to the grinding area, where it is ground with a circular cutting tool by hand. At each station until the prop is sold, it is static balanced. This makes sense, because ignoring the balance until the end might require drastic changes to balance the prop. After grinding, the prop is polished, again with a circular tool similar to our angle grinders but with a polishing disc. Balance checked again. The prop is then “pitched” to customer specification. This is done with a bubble level pitching tool – no digital levels used - a long handled wrench, and elbow grease, over and over again until it is right.



To repeat – making a propeller is an art! Then to inspection for dimensional and visual assessment for conformity and etching to detect minute cracks. Once the prop passes this stage, it is alodined and then finally painted. The paint person also balances the prop and can spray extra paint on one side or the other to ensure perfect balance.



So, if you install a new Sensenich prop on your Hatz and are experiencing vibration issues, odds are it ain't the prop. Check spinner or engine first. Have the prop balanced dynamically. Each Sensenich prop takes approximately 8 hrs to make.

The prop I bought is an MRB – Material Review Board – prop. This is a new prop that does not pass the stringent standards of Sensenich, but are still well within approved serviceable limits. My prop is .028" off at station 50 which means the chord is .028 shy of factory specifications at this particular station. For perspective, an A&P could file more than that off when dressing out a nick with a riffle file. Each MRB prop comes with a Certificate of Compliance from Sensenich, which includes the details of the blade and station that did not meet factory specifications. The good news is that the MRB props are sold at a discount, so they are a good buy if one meets your needs. My prop is a 74DM6-0-58. This model prop starts at a 60" pitch, and my prop is finished to a 58" pitch. Sensenich says that props can only be pitched 8" max from their original pitch, either way, due to metal fatigue. With my 58" pitch I still have 6" of pitch adjustment available if I need it. I had also looked at a 74DM6-0-54 prop, but this would have limited any pitch adjustment to 2". So, I decided to go with a higher pitch cruise type prop to have the ability to twist it later if I can't get the RPM, horsepower and performance I want for my Hatz. I was told that MRB props are infrequent - maybe 1 – 2 per month are available. I got lucky for a change and happened to find the prop hub, diameter and pitch I wanted that was also an MRB.

It was a gorgeous drive from West Virginia to Lancaster. I met some great folks at Sensenich, had an awesome lunch watching planes cycle at Lancaster Airport, and loaded up on scrapple, a pork product from my childhood growing up in Philly and not available outside the area. It freezes well, so I will hoard it until I can get back to southeast PA and Amish country.

Brodhead Arrival and Camping Info – July 18-21, 2024

Remember to check Chapter 431 website (eaa431.org) for any last-minute changes. As of this writing, looks to be the same as last year but since we are all conscientious flyers I know we will all check again before launch!

The Annual Meeting of the Hatz Biplane Association, will occur on Saturday morning, July 20, 2024, at 10:30 AM at the world famous Hatz Tent. Board meeting is at 9:00 AM. (FREE) lunch to follow at Sand Burr Restaurant.

Oshkosh Hatz Forum

This year our Hatz Forum will be held at 8:00 AM on Tuesday, July 23, 2024 at the Vintage Red Barn. A bit early, and if you need to blame someone, you may take Pres Jeff's name in vain.

THE HATZ GALLERY

MISCELLANEOUS PHOTOS AND STUFF



Senorita Perseverancia over the hills of West Virginia on a fall evening

Every evening recently, at dusk, a pair of Canada Geese fly into our pond to spend the night. If I am out at the barn, they fly right over me. I am impressed by their formation flying skills. Trailing bird wing tucked just behind and to the side of the leading bird wing. How they deal with vortex turbulence amazes me. It is either in their DNA or they have great CFI's! Wish there was enough light for a photo. Ed.

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 Newzletter (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 Newzletter 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 Newzletter, 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.

Officers and Directors:

President: Jeff Orear, Peshtigo, WI jorear@new.rr.com

Vice President: Mark Taylor, Goshen, OH hatz493@hotmail.com

Secretary: Rick Shultz, New Carlisle, OH rfs1260@yahoo.com

Treasurer: Jeff Moore, Pendelton, IN hatz248@aol.com

Director North: Mark Marino, Duluth, MN h10aero@gmail.com

Director South: Mark Lightsey, Nashville, TN hatz1279@gmail.com

Director East: Rob Lynn, Independence, WV citabriarob@hotmail.com

Director West: Jeff Cain, Denver, CO biplane@ix.netcom.com

Directors Europe: Hans and Sam Gauchi, Beinwil am See, Switzerland
Hans.u@aeroplaneworks.ch

Director Pacific Theater: Ray Jarvis, Australia rayjsale@gmail.com

Website Administrator: Eric Livo, Lakewood, CO eric.livo@gmail.com

Hatz Herald Newzletter Editor: Rob Lynn, Independence, WV citabriarob@hotmail.com



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: _____

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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

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Hatz Project/Aircraft or Other Aircraft Owned:

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_____	_____	_____	_____	<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.***