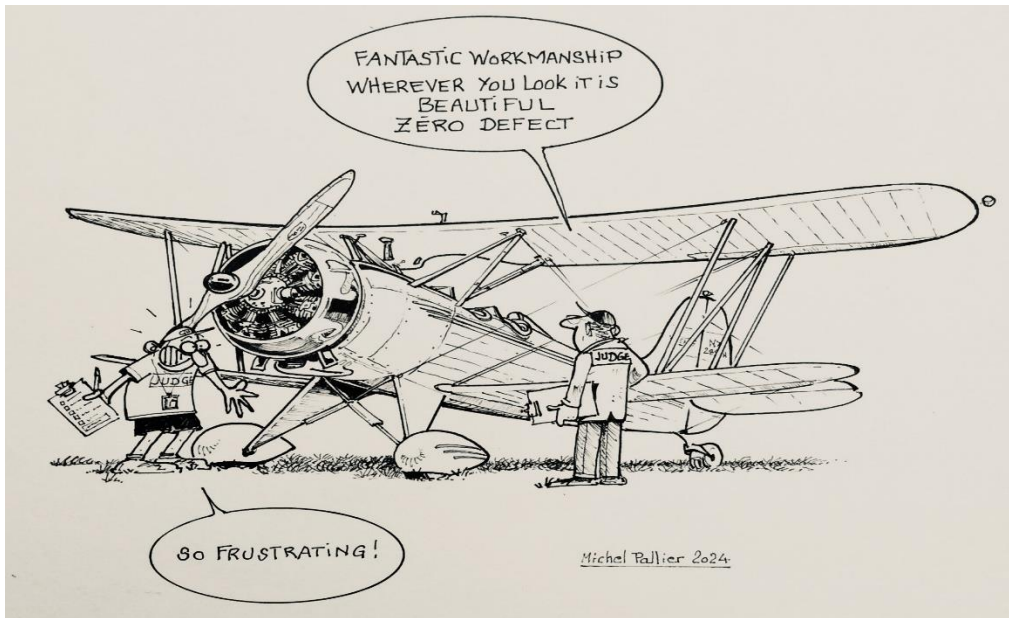


# THE HATZ HERALD

THE OFFICIAL NEWZLETTER OF THE HATZ BIPLANE ASSOCIATION

VOLUME 24, ISSUE #3 SEPTEMBER, 2024

## THE AWARDS ISSUE!



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

*Jeff Orear*



Another Hatz gathering at Brodhead and Oshkosh is in the books and what a special year it was. We had a great general meeting at Brodhead, including an announcement that Mark Marino of Hatz Bantam fame has agreed to enter a similar agreement that we have for the Classic plans to make the Bantam plans available through the Association. Mark and the rest of the Board of Directors has agreed on a price of \$300.00, which will be the cost of the CB1, Kelly D and Classic plans as well. The Hatz Biplane Association is now the one stop shop for Hatz plans. A big Hatz off and thank you to Mark!

One concern that the board discussed this year is improving the functionality of the association's website. Currently it is difficult to navigate and access our forum. It was decided to allocate necessary funds to make needed improvements.

The association again made \$500 donations to the EAA chapter 431, Kelch Museum, Vintage, and the Vintage Youth Hangar that AC and Sue Hutson are involved with.

One of the biggest pleasures of being the Prez of this esteemed organization is the presentation of completion plaques to members who have persevered through construction of their Hatz projects and taken them to completion. This year, three members were so recognized. They included Hans and Sam Gautschi (a bit late...first flight was in 2014) for their beautiful and inspirational Classic, Mark Marino for his Verner powered Radial Bantam, and Rick and Kathy Shultz for their absolutely gorgeous Classic which has again raised the quality of construction bar. Congrats to all of them.

As has become a traditional function now at Brodhead, just over 20 members who chose to participate were treated to lunch at the Sand Burr Family restaurant after the general meeting.

Oshkosh this year proved to be very special, as Rick and Kathy Shultz's Classic was recognized for its outstanding workmanship by receiving the most coveted award of all, the Plans Built Gold Lindy. So very happy for them. It was worth attending the award ceremony just to see them both cry their eyes out. The common saying was, "I'm not crying . . .YOU'RE crying." In addition to Rick and Kathy's award, long time member Michel Pallier took home Grand Champion Plans Built and Perseverance Awards at the French equivalent to Oshkosh. Congrats Michel! The Hatz definitely has an international presence.

Our type table was again well received, and quite possibly due to Rick and Kathy's Classic, aka "Hazel," there was a noticeable increase in interest toward the Classic. Another very encouraging revelation was interest in younger builders. I guess I need to temper that observation, as lots of people are starting to appear younger than me, but "younger" means 30's and 40's. A good sign for the future of Hatz biplanes and plans building in general.

It was so good to see everyone again. Makes one wish it wasn't just once a year, but it certainly makes one look forward to next year. See you all then!

As always,  
Remain calm, and Hatz on!



Rick and Kathy's Hatz "Hazel" fraternizing with its Waco twin  
What will they name the offspring?

## ***Around the Corner: From the Editor***

*Rob Lynn*



Another Brodhead experience is history, and it was a good one. We could not have asked for better weather: Cool, sunny, light winds. Also, the free beer, pop, food, and fellowship was the icing on the cake. Rick and Kathy Schultz were kind enough to allow Ted Tracy to take some lucky folks out for a “test drive” of Hazel, his future Grand Champion baby. I was one of the lucky ones, and Hazel handles like a charm. Great job Rick and Kathy – Hazel is pretty AND also predictable.

2024 was an awards year for the Hatz design. Earlier in the year, Michel Pallier won Grand Champion Plans built and also the Perseverance Award at Euro Fly-In, an event held in France for experimental aircraft. His Hatz is 16 years old, and obviously still the Belle of the Ball since it was very much appreciated and honored by his aviation peers in France. Then Rick and Kathy won Grand Champion Plans Built at OSH. It got me to thinking about all the awards that the Hatz design has garnered over the years, so I checked back to 1990, which was where my eyes began to cloud over due to too much time on the computer. In the past 34 years, the Hatz has won 26 Lindy’s plus Michel’s award in France. I will list the awards on a separate page so I do not bore you with them here. Please make note of 2014, where a Hatz design won Gold, Silver, and Bronze Lindy honors. A sweep! I did not note it on the Awards List, but ALL Hatz variants (except Kelly-D) have won an award at one time or another: CB-1, Classic, Bantam, and now the round engine subgroup. We should all be proud of our work, and the Hatz boys proud of their dad who came up with such a beautiful and versatile design.

I was not able to bring the Senorita to Brodhead this year – still working out some bugs – but plan on being there with her next year, weather permitting. I am enjoying flying her here in West Virginia, and enjoy the head turning that occurs when I drop into a small airport for fuel. As someone commented, “You don’t see many of those anymore . . .” I assumed he was talking about the airplane, but maybe he was talking about me: “those” being grey old farts wearing a funny flying cap in a biplane!

Many years ago, when Mark Marino had no grey in his hair, he suggested trying to collect a database of Hatz variants and performance data. I am “rebirthing” his idea, and am asking all Hatz flyers to submit information to me so that a data base can be developed based on variant, engine type, prop specs, etc. Elsewhere in this issue I will put together a page listing the data points we are looking for. No names or N-numbers are required. We are just looking for



information to get some idea of the variabilities between builds to help others just getting started to form reasonable expectations. Prop/engine/cruise speed combinations are of particular interest.

As always, please submit stories and articles. I may not get them published right away, but eventually you will be famous with people banging on your door trying to buy the movie rights.

Cheers,



Brodhead 2024 Group Photo

### *From Ted Tracy, Part 2*

Well fellow Hatzers, the first flights are in the book. Literally in the book. We managed to get these in before the weather turned and schedules became less biplane friendly.

Rick has chosen to use the EAA test card program as a method of compliance for Phase 1 testing on the Hatz, and you end up with a fair amount of documentation with regard to the test objectives listed on every flight test card. So far it seems pretty comprehensive, and it makes it fun (and a little challenging ) to have an actual objective for each flight, as compared to just flying around and boring expensive holes in the sky.

When we last left “Our Hero”, he was just about to throttle up for that first flight of a brand new aircraft. And not just any aircraft. This one represents ten years of work, sweat, blood, and expense. And a lifetime of dreams. That’s no small amount of responsibility, to be entrusted

with the outcome of someone else's dreams of a lifetime. This idea was not wasted on me, no pressure though....

At the end, you just kind of have to block all that out and get on with the job at hand. Fly the airplane. Get into the middle of the air as quickly as possible. Throttling up, the takeoff roll was pretty straight forward with no adverse handling exhibited on the ground. Turns out she's a sweetheart! After a very quick climb through two hundred feet, most of the unknowns (and apprehensions) were dropping away below us, and only blue sky and scattered white cumulus above. We had done it. She was now a creature of the air. One with the sky....

To say that that first flight was thrilling would be an understatement. Handling in the air was predictable, docile enough to give Rick and Kathy the view of a lifetime as we passed by overhead and to let them hear that nine cylinder rumble. Just perfect.

As we always say, takeoffs are optional, landings are mandatory. Eventually, the time comes to head back to the barn, and put her away. That first landing proved even easier than the takeoff, no surprises. She's a pussycat on the ground. As we pushed the Hatz back into her hangar, my overwhelming emotion was one of happiness for Rick and Kathy. Happy for them to finally be able to see their creation take to the air. While I just had a small role to play, I was proud to be part of the team. I think I saw some pretty damp eyes on those that were there to watch the Hatz fly that day.

Comparing indicated vs GPS airspeeds were very close, with 95 mph indicated (2000 rpm, 2000 feet ) vs. an average of 92 mph via the GPS. The first stalls called for on the test card were, not surprisingly, power off stalls. The stalls proved to be benign, with the first two having a slight wing drop to the right, and the last with a crisp break straight ahead. All three occurred somewhere between 42-45 mph.

Cheers, TnR



A Quiet Brodhead Evening – Where are the wings on that thing?

# Hatz Nutz and Boltz

*From Michel Pallier*

Oil temperature too high on warm days flying a Continental O-200 powered Hatz CB1 ?  
I fixed that by building an aluminium box picking fresh air at the nosebowl (yellow arrow) ducting it around bottom of crankcase and releasing it in front of the oil sump.  
This fix was found on internet. I have no oil cooler. No more overwarming oil in 300 hours of flight.

Cheers.

Michel Pallier

PS: My collector Hatz shirt is not for sale: Lorin Wilkinson gave it to me.









# THE HATZ GALLERY

MISCELLANEOUS PHOTOS FROM BRODHEAD AND AIRVENTURE



Pres Jeff presents completion plaque to Team Schultz



Free Lunch at the Sand Burr Restaurant





Manfred's better half, Jan, won the Hatz Biplane Factory sign



General Meeting of the Hatz Nutz





Chuck Brownlow and Mark Taylor at Vintage hangar



The Second Annual Sunday Morning Airplane Shorts Competition

Obviously, there were no clear winners – especially those who chose to watch





A nice silver and black Classic that stayed only a short time



Wedgie anyone?



Team Schultz with Lyman Hatz and their tear-stained Gold Lindy

## 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](mailto:h10aero@gmail.com)

*All the cool people have one . . .*

## Hatz Plans Built Lindy Award Winners at Oshkosh to 1990

1990	Frank Pavliga and Jim Hammond	Bronze
1991	Steve Lund	Silver
1992	Steve Lund	Gold
1996	Billy Dawson	Silver
1997	Billy Dawson	Gold
1998	Dale Severs	Bronze
	Rick Hansen	Bronze
2001	Mike Foote	Gold
	Dave Guillot	Bronze
	Walt Cwian	Bronze
2002	Bob Crook	Bronze
2004	Ron Benell	Bronze
2010	Mark Marino	Gold
	Chuck Brownlow	Bronze
	John Kerr	Bronze
2013	Mark Lightsey	Bronze
2014*	Rick Hansen	Gold
	Kevin Conner	Silver
	Mike McGrew	Bronze
2019	AC Hutson	Bronze
2021	Carlo Cilliers	Bronze
2022	Mark Taylor	Bronze
2023	Carlo Cilliers	Silver
2024	Rick and Kathy Schultz	GOLD!

\*If it were the Olympics, Hatz's owned the podium in 2014



## Hatz Biplane Data Sheet

Variant (CB-1, Classic, Bantam):	_____
Empty Weight:	_____
Engine:	_____
Prop:	_____
Cruise Speed (Indicated):	_____
Stall Speed (Indicated):	_____
Vy	_____
Vx	_____
Best Glide Speed	_____

***And for those so inclined . . .***

### Acro Entry Speeds:

Aileron Roll	_____
Barrel Roll	_____
Loop	_____
Hammerhead	_____
Cuban Eight	_____
_____	_____
_____	_____
Lomcevak	<b>Just Kidding!</b>

Fill out as much or as little as you want. No names or N-numbers required. We just want to construct a data base. Numbers for Vx, Vy and best glide actual measured or calculated based on raw data. Please no estimates based on what "Fred's Skybolt did." Send to Editor via email. You can scan the page or just email me the information. Thanks to all in advance. As with my ongoing study of bikini-clad women in the Mayan Riviera – should they or shouldn't they wear that bikini? – I will gather data until I have enough to be "statistically significant." Which may or may not occur in my lifetime. Remember, it's the journey that counts. Seriously, I will pass along any information I receive. Ed.



Dear Hatz Club friends,

Many thanks for your generous donation to the Vintage Aircraft Association which included the purchase of a brick for the new youth center in the Vintage area in Oshkosh.

By doing so, you are investing in the future caretakers of our vintage aircraft and of longtime homebuilts like the Hatz Biplane.

You will be able to come by the building and see your brick in place next July. Thank you again for your support.

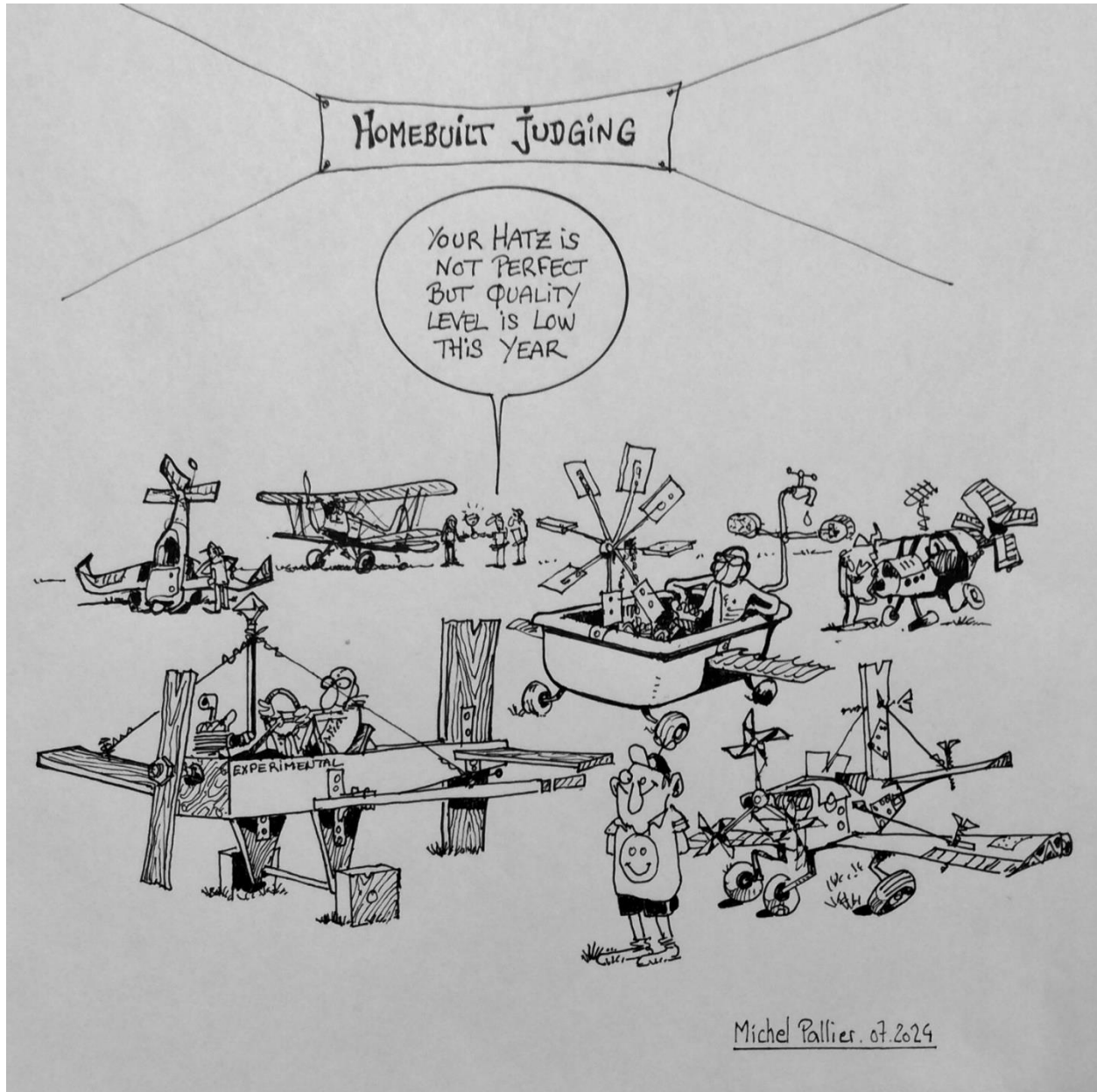
AC and Sue Hutson



**Builders Rick and Kathy Schultz, Test Pilot Ted Tracy, and Hazel  
“The Dream Team”**



It all depends on the competition . . .



*Many thanks to Michel for his continued contributions of his wonderful drawings. 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.

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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: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Country: \_\_\_\_\_

Home Phone #: \_\_\_\_\_ Cell Phone #: \_\_\_\_\_

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

*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: \_\_\_\_\_

City/State: \_\_\_\_\_

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

Year:	Model Name:	Serial #:	N#:	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 Are: \$25.00\*\*\*\*\*

Due January of each year

You can pay by one of these three methods:

To pay by check or cash please  
send your money and this form to:

Hatz Biplane Association  
9981 S. 50 W.  
Pendleton, IN 46064  
(c)765-425-6248

OR

To pay using PayPal  
send an email to:

hbatreasb1@gmail.com  
Include this form as an attachment  
You will receive an invoice.

OR

You may pay through the web  
site's "JOIN HBA" link at:

[www.hatzbiplane.com](http://www.hatzbiplane.com)

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