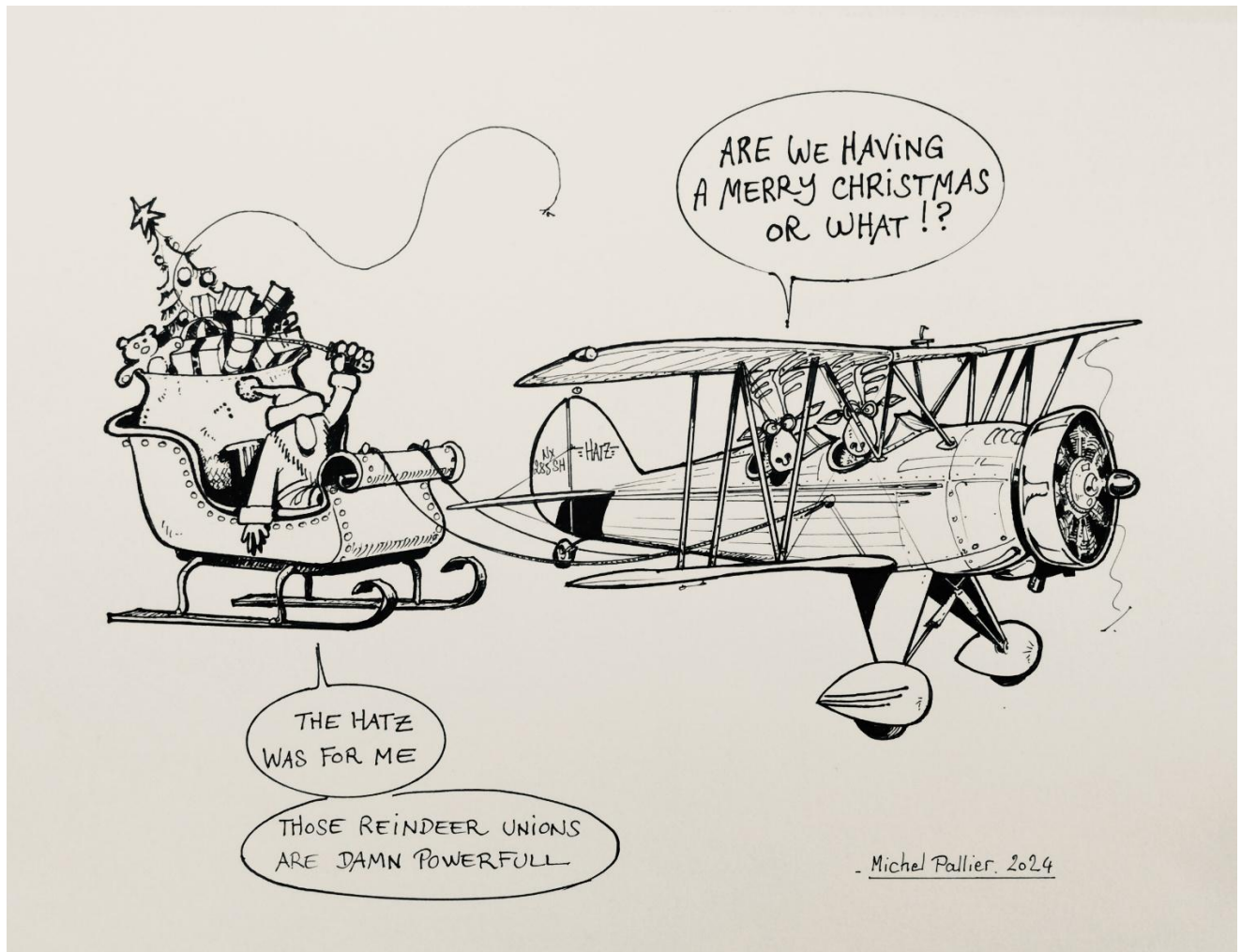


# THE HATZ HERALD

THE OFFICIAL NEWZLETTER OF THE HATZ BIPLANE ASSOCIATION

VOLUME 24, ISSUE #4 DECEMBER, 2024

## HATZY HOLIDAYS!



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

*Jeff Orear*



Well, the cold winds of winter, along with some snow have arrived here in Northeast Wisconsin. I have always considered myself to be a true 'Sconnie and am pretty adaptable to winter weather. I've done the skiing, snowshoeing, ice skating gigs most of my life, but one thing I really don't want to try is open cockpit flying when it's hovering around 20 degrees F. Nope. No thank you. So my Classic, aka "Patience," is currently tucked away for the winter.

The good news is that on August 3, 2024, just a few days after Brodhead and Airventure '24, Patience had her first flight under the control of the very experienced and "legendary" Joe Norris. Joe has been a technical advisor for me and also being a DAR performed the airworthiness inspection. So you might say Joe is very familiar with the airplane. Of course the standard joke would be that he decided to fly the airplane anyway. Insert rimshot.

I was basically speechless, for once, as Patience lifted off and flew past me. All the apprehension, uncertainty, and concern for Joe's safety melted away as she continued to gain altitude and looked as solid as a rock. Then there was the sound of that Rotec radial purring away. Wow. Just.....wow. Thirteen years of construction turned into an airplane right before my eyes. Happily, the landing was just as smooth, not that there was any pilot skill involved....it was all the airplane. That's my story and I'm sticking with it.

Joe reported, to my utter disbelief, that there was no tendency to roll, and that the ball was centered. What??! Someone must have been sneaking into my shop at night and correcting all my errors or something. We are still in the midst of phase 1, but we are seeing 90mph at 75% power, with a rate of climb of 700fpm at 65 mph. Stalls straight ahead at 44 mph. Seems to like an approach speed of 65mph.

So Patience is now hibernating for the winter, with visions of phase one completion and trips to Brodhead and Oshkosh (hopefully) dancing in her head.....and mine.

Wishing all Hatzers happy holidays and a very Hatzy new year. As always, Remain Calm and Hatz on!

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

*Rob Lynn*



Like Jeff in Cheeseland, we in West Virginia have been in the deep freeze for a week or so now. Atypical for our neck of the woods this early in the season, and hard to get used to. The wood stove has been cranking out the heat in the house and the shop, and I have been making short forays into the woods for exercise. I have a Citabria wing in the shop, installing the aluminum spar upgrade. Come to think of it, the rest of the plane is there also although in pieces. As elevators, rudder, horizontal stabs, ailerons and flaps get recovered and painted, they will again make their way into the house, much to my wife's chagrin. Maybe this time I will take them to the airport to avoid the "gaze of consternation."

The airport has been quiet when I make it out there – too cold, windy, or both – to fly. Definitely NOT open cockpit weather. Like Jeff, my Senorita is bedded down for winter. I am hoping to get out to the airport this weekend to install dehydrator plugs in the cylinders and remove the battery to warmer environs in preparation for her long winter nap. I will probably also sing her a lullaby to help her go to sleep. On the list of "To Do's" in spring is to complete the condition inspection and install the ACME struts that I received just when it got cold. Looking forward to seeing how good my landings look with those babies. I am very impressed with the machining quality of the components, and from what others tell me, they work pretty well. Will update next spring/summer.

I am putting out a call to anybody – everybody – that I need stories, articles, photos for the Herald. This e-rag is only as good as the people who contribute. It don't take much: just a photo, short story, tall tale – I will print ALMOST anything. (Anybody have a recipe for Homemade Hatz Hash Browns?) So let's get the creative juices flowing this winter and send in some material for the Herald. Build hints, flying stories from those of you down south where it is warm, updates on projects. Git 'er done!

**And let us not forget to send in flight data from your Hatz: Cruise speed, Vx, Vy, climb rate, engine type, airframe type, etc. See the fall issue for the specifics and checklist.**

I will parrot our illustrious El Presidente and also wish everyone and your families a joyous holiday season and Hatzy new year.

Cheers!

***From Jeff Cain . . .***

Blakesburg 2024 Report

Held every year over Labor Day weekend, Blakesburg is the annual celebration of the Antique Airplane Association. This year's event celebrated the Stearman and included 170 vintage and homebuilt aircraft that flew in for a fun weekend of ride sharing, swapping stories, and home made pie and ice cream.

Grass runway, no radios, no loudspeakers, no airshow. It was magnificent. Where else can you see two matching Monocoupes making formation passes?

Jeff Moore represented the Hatz community with his LB-1 and won two awards for Homebuilt Sweepstakes Champion and Best Hatz. The Hatz biplane forum hosted by Lyman Hatz included updates from the HBA and Luke Weust's progress report on getting Loren's "Snooty" Hatz back into the air.



*After a day of flying, a relaxing evening at Blakesburg*





Jeff Cain, Lyman Hatz, Luke Weust, Jeff Moore, Wyatt Hatz and Clifford Hatz at Blakesburg



*Blakesburg photos by Jeff Cain*

***This is a great story submitted by Richard McCann, and a dream of mine someday . . .***

## Hatz's West!

### The 2<sup>nd</sup> Great Cross Country Tour of N22849

My time on the east coast having come to an end, I prepared to fly N22849 back to Las Vegas, Nevada. I had made the trip east bound some two years before, I was familiar with the general route. The difference this time would be winds. Where I had been able to make good use of prevailing tailwinds in the last trip, I would be likely up against mostly headwinds this time. On the plus, I would be flying in September which would likely mean stable weather. Unfortunately, due to some scheduling pressures I had to scrub the scenic route and plan a more or less direct shot west. Still, there'd be plenty of scenery to see crossing 12 states in late summer.

I started out from Shannon Airfield in Fredericksburg, Virginia on the morning of 1 September. It was surprisingly cold but the air was brilliantly smooth and the flight west just magnificent. The low, green flat lands of river valleys giving way quickly to the foothills and mountains of the Shenandoah and onward into West Virginia. As I crossed the ridges of the Alleghenies, each successive river valley was covered more and more in the soft, white blanket of morning fog. As I approached KLWB, Greenbrier Valley Airport, the ATIS continued to report Low IFR ceilings, though I was in the crystal-clear blue as I cruised over the deep green forest ridges. 5 miles out, I could see a full blanket of fog along the river and completely covering the field. I had enough gas to continue west and was preparing to do so, as started to see holes in the cloud. First just the river, then the numbers of the runway. When I was 1 mile out, still high and planning on continuing, I watched the whole valley clear out and was able to make the stop as planned. Rest of the day was fine flying and the deep green mountain valleys gave way to the flat farmland of Kentucky. Made an additional gas stop before ending my day at Addington Field, Elizabethtown, Kentucky. I plan all my stops based on available overnight hangar space and the folks at KEKX were great.

Next day up early again and good flying though fighting a headwind again. Ceiling slowly covered my blue sky as worked toward the Mississippi River. Humidity crept up to the point that I felt I was chewing the air that flowed into the cockpit. Was a bit sporting crossing the hills east of the big river and flying into KCGI, Cape Girardeau. Still very much VFR, but definitely took a great deal of attention. KCGI was less than welcoming and the fuel pumps were damn near decrepit. Thankfully continuing west lent to higher ceilings and brilliant skies. Lovely thing about flying low across the US in an open cockpit, you don't just see the country, you smell it. The pine and cedar and other forests smelt lovely in the morning air. Even the clearing fires lent almost a camping atmosphere to the trip. I sailed by a brilliant red tail hawk, her tail luminous in the mid

morning sun. Another gas stop and I was onto KROG, Rogers Executive. Bit busy around Branson, but rest of the day was easy flying.

Day three the trees and green give way to the long, flat, square farmland of the plains. It becomes hotter and then even the farms give way to only windmills and oil rigs. It's a long haul into the Texas panhandle, with only a single stop at Enid Woodring. I overnighted at KBDG, Borger Hutchinson County. Easy airfield to find due to the massive Phillips Refinery next door and a great place. Gas cheap and the FBO super nice. Staying with friends nearby which was good as the next day the winds howled and I had to delay a day. My next legs would take me into the high plains and steppes of New Mexico. Despite how warm it was in Texas, I wore my jacket and was glad for it. It got cold quick! I finally got some tailwinds too, was able to get a scorching 123 KGS out of my little red wagon as the plains changed to mesas. My first stop was KSXU, Santa Rosa Route 66. Big for a little field and with a horse coral at the runway intersection! Definitely out west now!. Climbed westbound until near Moriarity then north, through the pass to KSAF, Santa Fe. Overnight at KSAF with Jet Center.

Next day was my last and one of the longest. A reverse of the very first leg I flew 2 years ago headed east. The desert was bright red at sunrise as I headed north toward Farmington. Thankfully I had a tailwind headed north and though gas at KFMN was a bit pricey I was able to make a quick turn and get on toward Paige, AZ. The desert red of New Mexico gave way to a brilliant Kelly green meadows dotted by dark green scrub brushes as I climbed into Northern Arizona. Then the most fun of the trip, overflying Monument Valley and descending into Paige. I can't describe the incredible beauty of the mesas and buttes, the backdrop seemingly unchanged since long before even John Ford and John Wayne filmed their great westerns out there. Landing at Paige, the Hatz seemed a bit of novelty and she was subject of several tourist pictures. My final leg was a familiar one, KVGZ, North Las Vegas by way of KKNZ Kanab and KSGU Saint George. The departure provides a lovely view of Horseshoe Bend and the Grand Canyon. The rest of the flight follows the south rim of Bryce Canyon and Zion National park and overflies Coral Pink Sand Dunes and Vermillion Cliffs National Monument. The landscape is more than breathtaking and the flight is easy enough to be able to take it in. When I finally landed I had covered 12 states and over 1890 NM, flying 25 hours with 13 stops and having burned 175 gallons of 100LL. It's was a brilliant trip and N22849 made it in fine style.





Departure KEZF



Crossing the Mississippi





Santa Fe Sunset



Monument Valley AZ





## Hatz Nutz and Boltz

### *From Rob Lynn . . .*

Last winter I took some instruction from Budd Davisson in his Pitts. When you go to Scottsdale, AZ, to fly with Budd, you stay at his home with him and his wife Marlene. Lots of opportunities to discuss everything airplane – except when one or all are in the toilet. Some spaces are SACRED! Budd's Pitts had these cool lap belt hangers that keep the belt out of the way when you are squeezing into the cockpit so you do not have to reach under your tush to extract the belts and fasten them around your teenage size waist (yeah, sure.) His were made of metal. He had a student that sent him a bunch of 3-D printed hangers and he gave me a couple. They clamp around any handy  $\frac{3}{4}$ " tube, of which there are several in our Hatz cockpits. I put a clamp just under the throttle on the left, and just behind the seat on the right. Use your left hand to access both. Please see Sport Aviation, September, 2023, for Budd's article on several ways to make these "Dutchman Clamps," just in case you do not have access to a 3-D printer. To quote my son, they are "DOPE."





# THE HATZ GALLERY

MISCELLANEOUS HATZ RELATED PHOTOS FROM AROUND THE WORLD



Vincent Carret with French Dassault Rafale – Watch your Six!



Two Hatz's, One Builder – Vincent Carret, France



Vern Darley's O-320 Hatz  
Peachtree City, Georgia



## John Hatz Inducted Into the Wisconsin Aviation Hall of Fame!



**John Hatz**

"There is a 'thing' about biplanes."

John Hatz was born in 1925 and raised on a farm along the Wisconsin River where he was first introduced to airplanes. He built and flew model airplanes and took his first lesson in a Piper J-3 Cub when he was 17. Service in the Army afforded John the chance to use the Montgomery GI Bill to attend Curry's School of Aeronautics, earning his airframe and powerplant license, and his commercial pilot and instructor ratings. In 1952 John moved to Wausau, Wisconsin, to work for the next 11 years as a mechanic and instructor, eventually marrying and starting a family.

Unable to find plans for an affordable, easy-to-fly two-place biplane to build, John rebuilt a Piper J-3 Cub. While convalescing from an injury, he drew plans and built wing ribs for his own biplane design. The wings and center section were soon mounted on his fuselage design while he purchased a farm east of Wausau to construct a grass strip for his new bird. In 1963 he became the manager of the Merrill Municipal Airport (KRRL), Wisconsin.

The first flight of the Hatz Biplane was in the spring of 1968. It quickly attracted the attention of prospective builders, but John only had rough drawings as he never intended to sell plans. In a chance meeting in Ottumwa, Iowa, Dudley Kelly of Kentucky offered to measure, draw, and sell the plans. John dismissed the idea until Dudley showed up in Merrill one week later, ready to work.

John Hatz retired in 1974, bought another farm with a private runway and spent his remaining days doing what he loved most: teaching people to fly in a J-3. John flew west in 1989. It is his passion and ingenuity that places him into the Wisconsin Aviation Hall of Fame.

Wisconsin Aviation Hall of Fame  
Inducted 2024

Wisconsin Aviation  
**WAAHF**  
Hall of Fame

### ***And some important parting words from Prez Jeff . . .***

I want to remind our readers and Hatz Biplane Association members that building a Hatz takes a village as the saying goes. The job doesn't get done without help and input from fellow builders and enthusiasts. One of the main reasons the HBA exists is to help provide that village, that being done by providing a forum and a newsletter. Visiting our forum for information is certainly useful, but there is something about receiving a newsletter that is special. It's more of a direct connection to each other, providing up to date information, news in the Hatz world, a record of recent events, and more importantly motivation.

We all need to thank Rob Lynn, our newsletter editor, for the great job he is doing. I'm extremely grateful for him stepping up and accepting the task. A big Hatz off. But Rob can't do it alone. Remember that village? For us as an association to "spread the word" about building and flying a Hatz, we need . . . WORDS! We all need to "step up" and contribute to our newsletter to provide all the attributes of a newsletter I listed above to our readers.

Take this as a rallying cry to our members. Rob needs your input to produce future issues of the newsletter. Send him pictures of your progress in your project. A synopsis of a cross country flight you made. How you completed a certain task in your build. Anything that you might think useful to your fellow Hatzers. Be an active participant in the Hatz "village".

As always,

Remain Calm, Contribute to the Newsletter, And Hatz On.

## **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 . . .*



## 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.\*\**

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

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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**

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