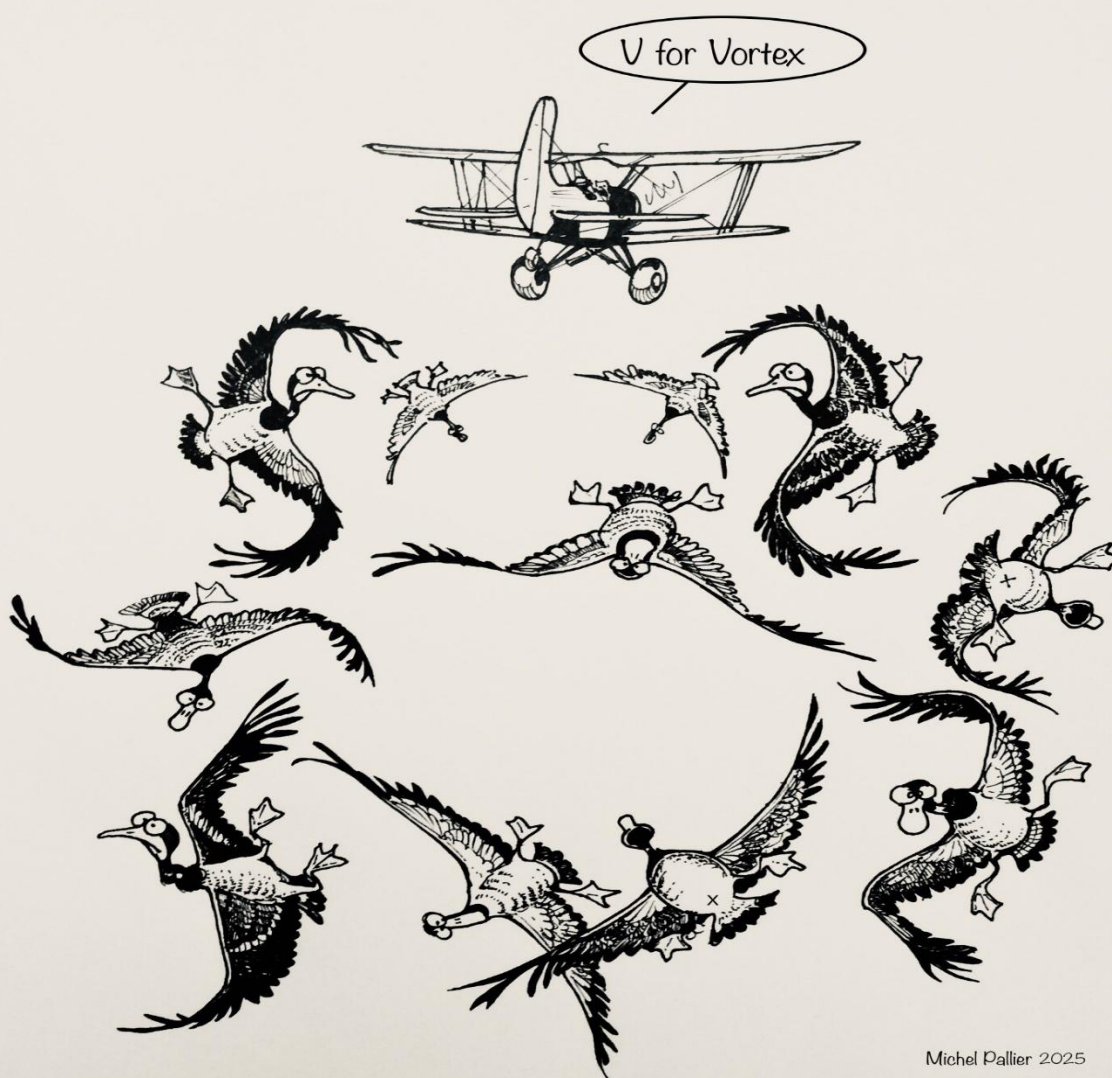


THE HATZ HERALD

THE OFFICIAL NEWZLETTER OF THE HATZ BIPLANE
ASSOCIATION

VOLUME #25, ISSUE #1, MARCH 2025

HATZ BIPLANE LEADING A V FORMATION OF CANADA GEESE



As the weather warms, the geese fly north and our Hatzes come out of hibernation. Sometimes, there is a conflict . . .

President's Corner

Jeff Orear



How game are you? Are you willing to explore the edge of your comfort envelope and attempt new skills, or defer to those who have more experience and expertise? The process of navigating a homebuilt project, especially when building from plans, is full of opportunities to ask oneself such a question.

Sometimes when you encounter a task in construction that involves a skill you are unfamiliar with, you just need to dive in and give it a try. You never know what you are capable of until, or if, you do. Whether it's welding, covering, painting, or tapping the "Betsy Ross" in you, go for it.

Even though the construction phase is essentially complete for my Classic, I'm still engaged in peripheral projects. Among other events, I'm hopeful that I will be able to fly "Patience" to Brodhead as well as Oshkosh this coming summer. Both involve parking outside in the elements, away from the protection of my hangar, so the need for a cockpit cover has arisen. Since my engine is not cowled, and I am using a wood prop, I thought an engine and prop cover would also be good ideas.

I researched covers that are available, and came across the well-known Bruce's Covers. They recently developed a set of cockpit, engine and prop covers specifically for Rick and Kathy Shultz's gold Lindy winning Classic and have included it in their product line. Since I anticipate the need for these covers to be quite limited, I didn't want to make them a major investment. You might accuse me of being a stingy retired guy, which might be an accurate assessment. I sometimes even catch myself becoming a curmudgeon, but that's another story.

Short of throwing a couple tarps from Harbor Freight over everything, the next option was to sew covers myself. Many moons ago I had bought my wife a sewing machine, which has pretty much sat untouched since then. She is not a seamstress. So I have the proper equipment. Sue

Hutson had made an engine cover for her and AC's CB-1 which is also powered by a Rotec. She was gracious enough to lend me her cover so I could copy it. Since mine is a Classic, however, I had to provide some modifications to make it work.

At this point I will exercise my editorial privilege and save the rest of this missive for the Hatz Nutz and Boltz column. Thanks to Jeff for his submission, and to quote the Prez . . .

As Always, Remain Calm and Hatz On . . .

From Larry Clements – A Project Update

Progress on my Hatz CB-1 is coming along at a good pace. The wings and tail along with the ailerons are painted a nice Glacier White trimmed with Insignia Blue on the leading edges. The fuselage is painted Insignia Blue and will have a white stripe on both sides.

The seats and combing around the cockpits are of medium brown leather trimmed with red piping in the seats and red lacing on the cockpits. The N-struts and center cabanes along with the landing gear are painted Dodge Viper Red. So, the whole aircraft is patriotic red, white and blue.

On January 24, 2025 I had Airmotive of Poplar Grove, IL dyno my engine. Glad to report that it is producing 159 HP under load at full throttle. The engine is a Superior O-320 with 9:1 pistons. It was super smooth and I cannot wait to get it flying in the spring.

For suspension I am running Acme Aero struts and a T-3 tail spring set-up with a Scott 3200 tailwheel assembly.

Full assembly will take place in a hangar in Monroe, WI, and I hope to be flying this spring. The plan is to have it at Brodhead and Oshkosh this summer.

Thanks Larry. Looking forward to seeing her at Brodhead in July

Around the Corner: From the Editor

Rob Lynn



The theme for this Herald is shakin' off the cobwebs and dusting off the Hatz cause the weather is turnin'! I got lucky and was able to avoid the nasty weather we had up north by hibernating in Mexico. I spent my time diving, paddleboarding, pickleballing, and biking. But I always looked up when I heard an airplane (except when under water.) The Mexican Navy has a base on Cozumel and they routinely fly their Beech T-6 Texan 2's along the coast, probably checking out the bikini population. I saw a couple of F-5's streak by also. But, my aerial heart lies with my Hatz, *Senorita Perseverancia*.

The *Senorita* is currently in the "hangar-ita" undergoing her annual condition inspection. All is well, but I did find some chafing on the nosebowl from the starter housing and the engine baffles. Needed to do some fiberglass modifications and file the baffles some. I am going to install the ACME Aero gear struts that arrived last fall when it was too cold to fly in an open cockpit. Looking forward to seeing how they make my landings look better. I decided to buy them after running into an old friend at the gas pump. He had them on his Carbon Cub. He said, "Rob, our eyes and reflexes aren't getting any better, and these struts make every landing look like we know what we are doing!" Couldn't argue with that logic.

Thank you to all who have sent in articles and stories for the Herald. I will eventually get to all of them. And a muy grande tip of the old topper to Rick and Kathy Shultz as their Hatz, *Hazel*, made the cover of the March Sport Aviation issue. I looked for the sexy centerfold but alas, no joy. Congrats to all who were part of that wonderful project!

I will keep this short since we have a lot to put in this Herald. An update on a project from Larry Clements, a nice Hatz Nutz and Boltz article from Prez Jeff, and a fun story from our Director of South Pacific Hatzdom, Ray Jarvis, on buying and shipping his Hatz "Snoopy" from the US to Australia.

Hope you enjoy this issue.

Cheers and Happy Hatzin'

RayJ's & Snoopy's Great USA Adventure (Part 1)

(Ray Jarvis is a retired heavy iron pilot flying the big silver tubes to destinations worldwide – and maybe to the moon. After quite a few beers, it was hard to tell fact from fiction - Ed)

My first encounter with the mighty Hatz Biplane was back around 2005 or thereabouts when I became interested in building a two seat Biplane. I had just built a prototype Nieuport 28 replica and felt it really didn't fulfil my flying aspirations. I became aware of the Hatz CB-1 & Classic. Since I was headed to OSH, I decided to attend the HBA Fly-in at Brodhead. I was privileged to take a flight in a beautiful Hatz Classic and the "Walter Mitty" in me was lit! I remember that trip well as I also had the privilege to meet many fine Hatz Aviators, including Hans & Sam (from Switzerland). By the time I got back to my home in Hong Kong, I had ordered plans and was moving in a positive direction. Over the next 18 months I had met a guy in San Francisco, who supplied the wood wing kit for Makelan etc. Unfortunately he had just sold his Hatz Classic, otherwise I would have been on the start blocks right there and then!

Then in 2007, disaster struck and I lost my (Class 1) medical and along with it, my career and most things aviation. Returning to my home in Australia in 2010, life took a different direction and for a few years, not even a Class 2 medical. Fortunately I kept my RV-8 and in 2012 managed to wrangle a Class 2 medical. Sold the RV about 4 years ago and for a while had a ¼ share in an A-36.

Two years ago, the aspirations of "Wind in the Wires" once again beckoned and I pondered over my plan-set I purchased almost 20 years earlier. Permanently spread across the dining table, they were showing signs of wear and tear within weeks! I was trying to decide if I should build or buy. You Tube, Google, and the Hatz Association website were gaining my attention and consumed my imagination. Unfortunately a wood kit was no longer available and all Spruce or Douglas Fir must be imported into Australia. That's a challenge in itself due to quarantine issues. I had also communicated with Don Van Ray @ VR3 Engineering in Canada regarding a tube fuse kit, so was well and truly on the way! BTW, he's not only offering a HC tube kit, he can also supply extended gear legs etc. for Radials (larger diam prop – longer legs), engine mount kits, etc. Wow, then I noticed there's a new radial engine manufacturer in Czech Republic, a direct drive low RPM swinging an 84" laminated wood propeller: what else does an aviator desire? Hmmm, that's interesting and more the point, quite appealing. Not just a Leather Helmet, Goggles and a White Silk Scarf, we can now fly behind a "Round Mound of Sound". The scene is set for a Walter Mitty! Hours of Internet and You Tube pointed me to Mark Taylor's successful Verner 9S powered Hatz, so why not contact Mark? So the wheels, wings and wires are now set in motion! Mark probably got sick of my calls, however I must add a word of appreciation for his guidance and patience here. Of course Rick Shultz's name also came up on the radar screen and when I also saw the pictures of his almost complete HC, there was no turning back!

In one conversation with Mark (in early May 2023), he suggested I consider buying an aeroplane already flying, this will save a long building process, the time for which is closing in on me.

I highly appreciated this suggestion as I had recently sold my home in Mt Elisa, Melbourne and had some cash in hand! Way to go! Low and behold just a couple days later a low hours and recently completed HC appeared on Barnstormers. I wonder if it were a premonition on Mark's part or just good timing? Over the next couple of weeks there was some conversations with the broker and also the owner, which lead me to fly over to the US in early June and inspect the HC #90. By the time I left just two days later I had bought this great little machine. It was powered by a Lyco-Saurus O-320, however I had a plan in my head to convert the power-plant to the Verner 9S during the winter of 2025. Being that it required returning at a later date to disassemble the air-frame (containerisation and shipping to Australia) and being the person that I am, I also fore-saw the ability to return and take in a trip to Broadhead for Hatz Association Gathering and possibly even OSH 2023. Now isn't that a coincidence!

On Wed, July 19th I flew into MSP and took a drive down to Farabault, MN, where the owner had kept the HC in his hangar. After some 20 plus hours of travel, I was way beyond flying that day. I had arranged to do a checkout with the previous owner, however he had skipped town to go to some other event. So I figured I would get a great nights sleep and approach the challenge next day, bright and early with a refreshed vigour. I was up early, had breakfast and headed out to the airfield, firstly refueling the HC I now call "Snoopy" (there is a story behind that name, tell you later). After refueling, alas the wind was now also up quite early. Discretion is the better part of valour, so back to the hangar. At least I got some taxi practise! In any case I had to take a trip down to Austen, MN to go see the broker who had some parts I had ordered for my Snoopy conversion to Verner 9S. Driving back mid-afternoon and it was still windy I figured I could take a short nap and head out about an hour before sunset and do a "self-endorsement". The wind would surely have abated by then. Well I guess it did, however my short nap turned out otherwise and when I awoke for bathroom break an hour or two later it was a little dark outside! Oh dear, it was about 1:30 am and I had slept about 10.5 hours! Plan "B" was immediately implemented and with an early rise, breakfast, early take-off and I may as well just fly to Broadhead and do some circuits there for a self-endorsement! If I could manage to get a Jumbo Jet half way around the world, this has got to be achievable! So this intrepid aviator does exactly that! Due East out of Farabault, north abeam of Rochester, to intercept the mighty Mississippi around Wabasha, MN. About 45 Mins straight into a rising sun! Damn you goofed that one RayJ! Of course it was warming up when I departed, so I dressed accordingly, not so at 3,500ft, goofed that one too! However the "Wind in the Wires" and I was in my element! Like a kid in a candy store, who cares shivering and cold, press on buddy!

From there I turned SE bound and followed the best land mark in that part of the US (the Mighty Mississippi), no need for my Ipad and Flight plan Mapping. Down past Kellogg, Minnesota City, and on I flew, carefree and in my element: Walter Mitty, eat your heart out

buddy! On past Praire Du Chien and almost to Dubuque before turning to port to over fly Monroe and eventually Broadhead appeared on the horizon. Wow, I made it, well almost.

I'm now about 2 hours and 50 mins flying and this is my first landing in "Snoopy", Oh Dear, we have to land sometime I guess coz I don't have in-flight refueling and all good things eventually must end.

I was so excited when I snuck into the circuit that I had a brain fart: What's my registration again????? Anyhow I was Hatz on base for Rwy ?? Three successful T & G's and I figured its time to park the trusty "Snoopy" and go socialise with all the Hatz Clan.

I'm still wondering how come all you guys recognised me straight away, I speak English don't I? However, I must add that I felt a strong sense of camaraderie and enjoyed my experiences there with you all. Typical for any aviation event, that afternoon turned into BS and AB (Adult Beverage), just my kinda scene. Yippee I'm an Aviator in Hog Heaven! Biplane, Booze & Bull ***t!

Well the next couple of days disappeared too quickly and once again I was in for a return trip to Dodge Center, MN where it was already organised to disassemble "Snoopy" and fit him into a 20 ft container for shipment to Australia. It was a Sunday afternoon and I passed some interesting country. Arriving in Dodge Center around 3:00pm I met Wayne Trom for the first time and over the next few days we would work together to pull the wings and tail-plane off and neatly pack Snoopy into a 20ft shipping container for his trip to Aust. After we parked Snoopy in the hangar I set about taping labels to flying wires and identifying components, ready for re-assembly two months later in Australia. On Thursday morning, 27th July I turned up for one last inspection of tie downs, security, confirmation with shipping company, and our mission was complete.

After parting company in Dodge Center, Snoopy and I took completely different routes back to my home in Australia. "Snoopy" took a Tractor-Trailer trip via Minneapolis to Winnipeg, Alberta, Canada and took a rail car for a tour through the Prairies and on through the Rocky's of Canada by hosts Trans Canada Rail, arriving in the Port of Vancouver a few days later. He then embarked on a Cruise (Container), sailing down the West Coast for a 24 hour layover in Long Beach, CA. The tracker didn't indicate any dodgy nights out at any bars of ill report, before he once again hit the high seas of the South Pacific bound for Auckland, NZ, and on to Melbourne, pretty much on schedule from the time of leaving Vancouver. Such is modern technology with GPS and a Marine Tracking App. I kept a close eye in-case he got side tracked like any other wayward aviator may do in the south pacific, why not?

Me, well I looked for a lifestyle and took the easy way home. After saying goodbye to Snoopy for 8 weeks, handshakes etc and I was again on the road back to MSP for my flight home to Australia, via LAX. The drama's just begun because they cancelled my flight MSP to LAX, find your own way buddy or come back tomorrow. What a "B****!" I had a midnight departure out of LAX to MEL (Aust). However I did manage to wrangle my way onto a late flight MSP to LAX,

only to see my MEL flight taxi out as we taxied in at LAX, Damn! Guess that means another LAX overnight - no problem! I spent the next day doing all the old haunts along Venice, Manhattan and onto Redondo Beach. Fond memories of a distant past: bars and micro-brews are still the same as well as sunset at the Martini Bar @ Redondo. What a great end to a great adventure over my past 10days. Biplanes, Jet-planes, great food, great beverages and most important great folks now in my life!

Late that night I boarded my Qantas flight to Melbourne, a happy aviator! Eat your heart out "Walter Mitty"!

Notes:

1:- "Snoopy" is named after a well known Australian aviation legend Alan Adams, whose entire professional aviation career was known as "Snoopy" Adams. Most people don't know his birth name as Alan Adams. He test flew and looked after my RV-8 in Australia whilst I was working in Hong Kong! He's had to relinquish his leather helmet and goggles, but will live on with my Hatz "Snoopy". I salute you buddy!

2:- "Walter Mitty" is an inspirational legend, work that out for yourself!

Part 2 is yet to come . . .

(It is amazing what some Hatzers will do to have their own Hatz. Not sure what is more trying – a 19 year build or what Ray went through. It's all about the journey and who you meet along the way, and overcoming challenges. The trait that is common to all Hatzers is persistence – or stubbornness – take your pick! Either way, we both achieved our goals! Cheers! Ed.)



"Snoopy" in Farabault, MN



Ray on his way to Brodhead – Walter Mitty



Disassembly in Dodge Center



All packed up

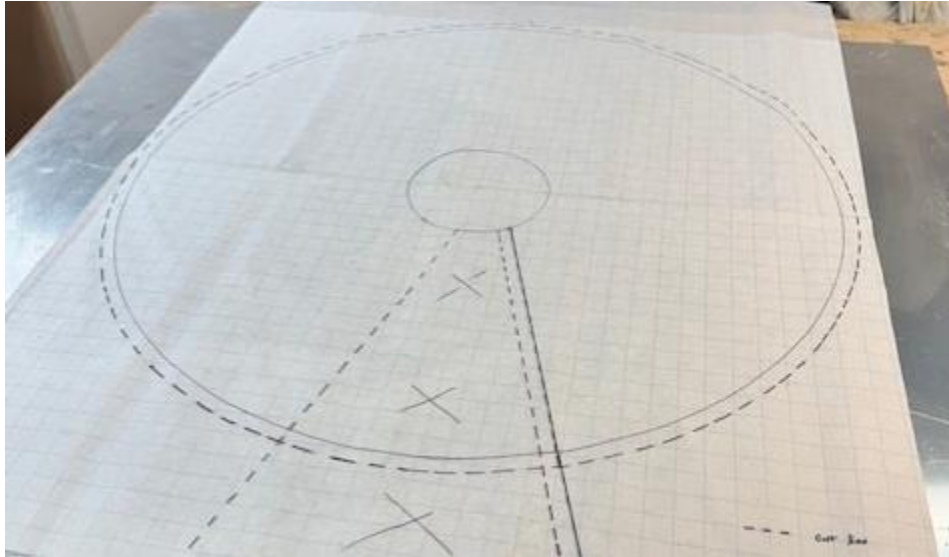


Arrival, Tyabb, Australia

Hatz Nutz and Boltz

From Jeff Orear

I found a fabric called Ottertex that is canvas-like and is waterproof. Patterns were made and panels of fabric cut out. After practicing and getting the machine set up properly, I was ready to start stitching.





Happy to say it actually turned out ok and will do the job. I plan to apply tent seam sealer along all the “suture” lines.

Next came the cockpit cover. Again, I was able to utilize a cover as a pattern that Rick and Kathy Shultz were going to use, but found it was too small. I made some size increases and got to work.



Since this will be dragged a bit over the fuselage to get it into position, I sewed a liner on the backside. I used an old felt sheet that I had utilized as a drop cloth when doing polybrush, thus the pink spots!



Next up was the prop cover. I had no pattern to go from, so I sort of “winged it”, or in the case “propped it”. I made it in two pieces that are joined where they meet and on the back side with Velcro. Accommodating the spinner was the biggest challenge, but I tried to keep it pretty simple.



Again, looks like it will do the trick.



So now Patience is as snug as a bug in a rug. Now that I'm prepared tho, it probably won't rain a drop at any fly in I attend. We can only hope . . .

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 . . .

THE HATZ GALLERY

MISCELLANEOUS PHOTOS AND STUFF



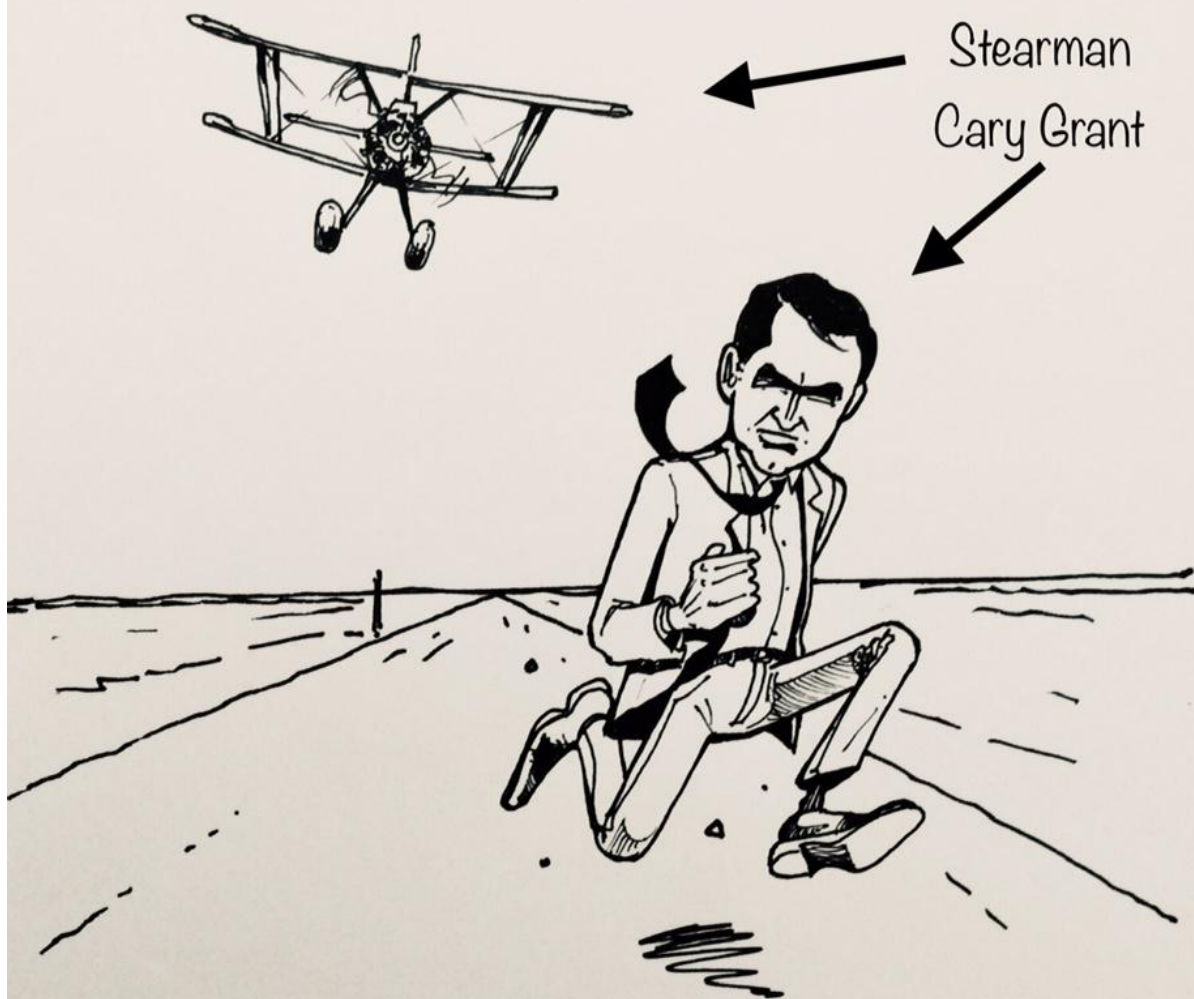
Vincent Carret, Flight of two, Mont Saint Michel, France



Two French Hatzes – Formation Flying? What fun!

NORTH BY NORTHWEST

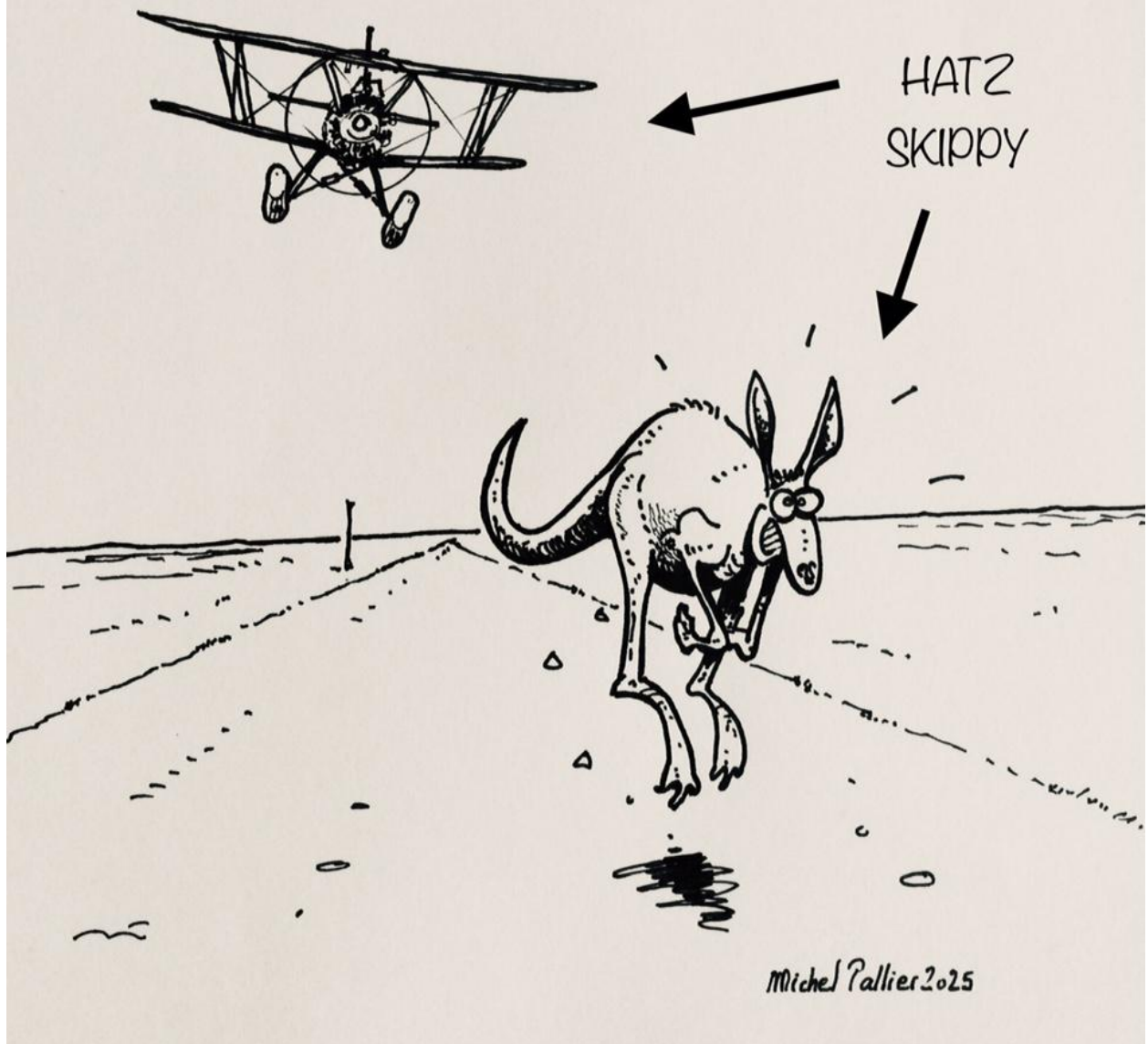
Alfred Hitchcock 1959



Michel Gallier 2025

SOUTH BY SOUTHWEST

Ray Jarvis 2025



Michel Pallier 2025

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Hatz Project/Aircraft or Other Aircraft Owned:

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