

Hatz of the month:
Carlo Cilliers' Classic
N462HC
...Frederick, Maryland

After spotting images of his maiden flight on the Hatz FB Group, your editor reached out to Carlo, originally from South Africa, for details, which he kindly provided in the following **Hatz of the Month** article. Ed.

My interests in aviation started as a teenager hanging on the airport fence (pretty standard) followed by a five-year stint in the South African Air Force working on a variety of aircraft. I came to the United States in 1994 and worked for Lockheed, G.E. and a Boeing supplier in the aerostructures field. I am a multiengine rated instrument pilot with most of my time in the Air Cam and the Bushby Mustang II that I previously built. I now work for AOPA as an aviation Tech and IA and am extremely blessed to be paid to talk to and help fellow pilots in addition to flying a variety of planes.



Carlo Cilliers' red-and-creme Hatz Classic won the dead grass, crowd-pleaser award at Oshkosh '21, as well as a coveted Bronze Lindy.

After completing the Mustang II and getting a Bronze Lindy for it at AirVenture 2016, I decided that boredom was for the birds and embarked on the Hatz project from scratch, a set of plans. Work started in November of 2016 and it first flew on May 18th of this year. Compared to the original Hatz, I made a concerted weight-saving effort with emphasis on high-tech, exotic materials and techniques.

For a powerplant I chose the Rotec 3600. The panel is equipped

with an airspeed indicator, altimeter and compass with a DYNON HDX for engine, map and ADAHRS. The landing gear is extended for the radial engine with Grove 6:00-6. The covering system was the Poly-Fiber process throughout, with Aerothane top coat. Yours truly welded the frame with a Lincoln TIG200.

The first flight was made at the Frederick Municipal Airport (KFDK). It was very local and very short. An oil pressure pump seal blew oil into the induction system, so flight was cut short after a few minutes. My friend Dave Hirschman did the first flight since I had no biplane time at that point.

The flight in July to Brodhead and Oshkosh took 2 1/2 days - 21.5 hours and 13 stops, there and back. I took my good friend

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The View from Above

Jeff Orear, President
Hatz Biplane Association



It's now a week since I have returned from my "Airplane - Apalooza" called Brodhead and Oshkosh. Between the two events I spent 10 days immersed in anything and everything aviation. I call it my yearly airplane fix, but this year seemed more intense due to the hiatus of 2020.

Time to recap, starting with the Hatz/Pietenpol fly-in in Brodhead. In keeping with the other years I've attended, it was hot. Really hot, but take into consideration I live in the Great White North, so some calibration/perspective might need to be taken into account. I want to thank the volunteers that helped put up our canopy, as it provided some welcome shade.

We had four Hatz biplanes on the field as well as the fuselage to Mark Marino's current Verner powered Bantam. From the response I saw, the late afternoon/early evening cocktail party was a hit, and certainly will be repeated next year. Lyman's request for martinis might even be honored. We had a good general meeting, the minutes of which will be provided in this newsletter.

On to Oshkosh. I want to thank those that volunteered to man our type table in the Vintage Hangar. Again, it was hot, and the heat was amplified in the hangar. Unfortunately when lots were drawn to set up tables among the various type clubs, yours truly drew #22 out of you guessed it.... 22. So we were in the back, out of the breeze. The forum was well attended, despite it being a rainy morning. Thankfully I wasn't pulled off the stage for misleading information or bad Dad jokes.

It was good to see a Hatz biplane be a part of the Vintage-In-Review program held during the week in front of the Vintage

Hangar. A "well done and Hatz-off" goes to Ryan Newell for presenting his CB-1. I want to point out that the HBA was the first organization to present awards to Ryan Newell and Carlo Cilliers for completion of their projects. Both went on to win plans-built awards, including an Outstanding Workmanship Award to Ryan for his CB-1 restoration and to Carlo for his bronze Lindy. Congratulations to the both of them!

It's always great to see everyone at Brodhead and OSH, and this year was no exception. I continue to feel humbled by being among such craftsmen who are also some of the nicest people one could ever meet. Hatz off to the HBA. See you next year!

***As always,
Remain Calm and Hatz On!***

Jeff Orear



Above, left: Hatz Classic N200J from Clinton Goodhue of Sidney, Maine at Brodhead. Right: Jeff presenting a \$250 donation from the HBA to Ami Eckard-Lee, curator of the new Keltch Aviation Museum at Brodhead.



along, Claudius Klimt. I expected some biplane people to oogle the plane, but what I didn't expect was a constant stream of people shuffling by, taking pictures and commenting.

The plane will now settle into its ambassadorial role of giving rides and smiles to the folk at KFDK. There is very little left to be desired as far as mods are concerned. Perhaps a passenger mirror and front cockpit gauges?

Several people deserve mentioning for their help: My Fiancee, Lin, (a flight instructor) for being patient and letting me weld and do the fabric covering in her garage. Also fellow builder Rick for woodshop help.

Carlo's stunning Classic shortly after arrival at Oshkosh 2021, when green grass was still to be seen around it. Notice the fine craftsmanship of the speed ring around the 9Cyl., 3.6L, 150HP Australian-made Rotec 3600 and the teardrop-shaped wheel fairings, as good as anything made nearly a century ago, during the original Golden Era of biplanes.



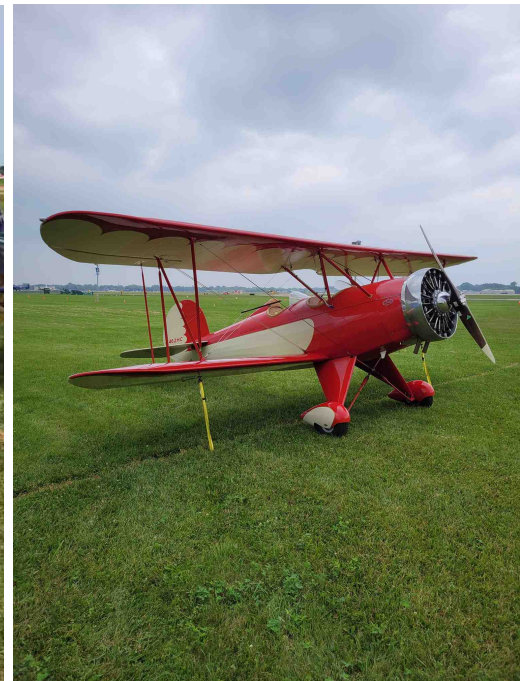
Carlo Cilliers

"I made a concerted weight-saving effort with emphasis on high-tech, exotic materials and techniques." Carlo masterfully combined traditional details with the latest technology, as seen in his cockpit.


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Above, left: Prior to arriving at Oshkosh, Carlo stopped at Brodhead after his first long cross-country since completion, to the delight of all in attendance. Above, right: A&P/IA Carlo Cilliers' day job is with the AOPA as a technical expert on all aspects of GA aircraft. Here he installs a uAvionix skyBeacon wingtip UAT (universal access transceiver) on a Cessna 170B. AOPA Photo by Mike Collins. Among his colleagues at the AOPA, Carlo is known as the "Airplane Whisperer", for his ability to diagnose and fix nearly any problem.



Above, left: Carlo won his first Bronze Lindy for this plans-built Bushby Mustang II at EAA AirVenture Oshkosh 2016. Above, right: A classic shot of a new classic, Carlo Cilliers' Hatz Classic. Below: Another award-winning, Rotec-powered Hatz is the Gautschi's, featured on Rotec's web site, rotecaerosport.com





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Hans Gautschi
& Sam Gautschi
Plane: Hatz Classic
Engine: R3600
Country: Switzerland





HATZ BIPLANE ASSOCIATION

LATEST CLUB NEWZ



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August issue, in November? What's up with that?

OK Folks, I sure wish I had a **good excuse** for being very late with this issue, but I will spare you all the details. My new sailboat-related business really took off this summer, and things are only now cooling off somewhat. I would be remiss however in not reporting on all the great Hatz-Newz that has come across my desk since July, so here we go. Expect also to see in the coming weeks issues for the other missing months.

I still have Oktoberfest on the mind, which we celebrated this year at the great **Aviator Brewing Company** (aviatorbrew.com) in Varina Springs, NC, owned by my friend and fellow home-builder (Bushby Mustang II), Mark Doble. If your travels ever take you to the Raleigh area, be sure and stop by his Brewery, Taphouse, BBQ and Pizza restaurants, all in downtown Varina Springs. Mark's pilot buddies decorated his establishments with aviation memorabilia - look especially in the Aviator Brewery Taphouse. A guy with an odd accent named **Carlo Cilliers** got a ride in Mark's Mustang II a few years ago, and then decided to build one himself. Read about Carlo in this issue.

(Image below from the Aviator Brewery Oktoberfest, L-R: Kent and Ulli Misegades with our good friends, Sven and Carmen Schäfer. Sven is a former German Luftwaffe jet fighter pilot, Alpha Jet and Tornado).

Kent Misegades, Newsletter Editor



More Newz from the Editor

- Thanks to **Jeff Orear, Carlo Cilliers, Jeff Moore, Hans Gautschi and Mark Taylor** for their contributions to this issue of the HBA Newz.
- Get your **Hatz embroidered logo gear** now from **Land's End** at <https://business.landsend.com/store/hatzbiplane/>
- An **archive of HBA Newsletters** can be found now at aerosouth.net/hba. This page is hidden from the general public.

The **NEWZLETTER** is published on a regular basis by the American Hatz Association dba Hatz Biplane Association, founded by **Lorin and Mary Jones Wilkinson**, Past President, Emeritus, for Owners, Builders and Lovers of the Great Little Biplanes Inspired by John Hatz.

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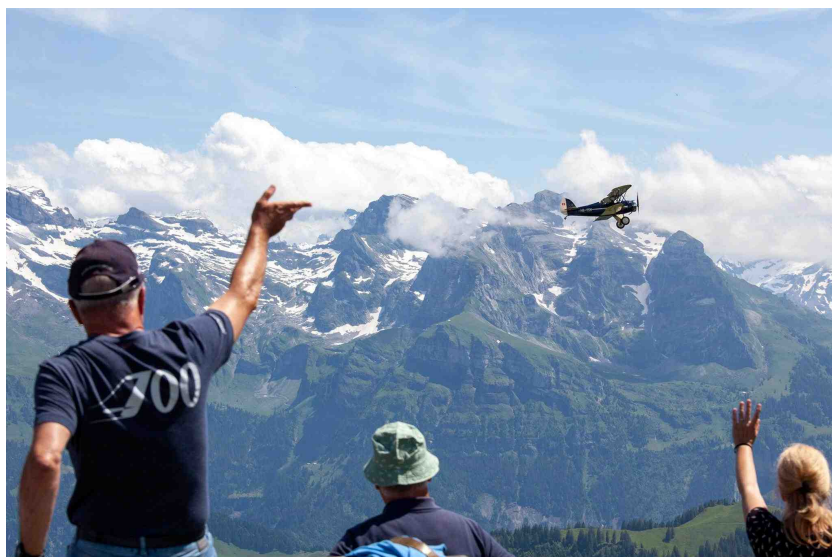
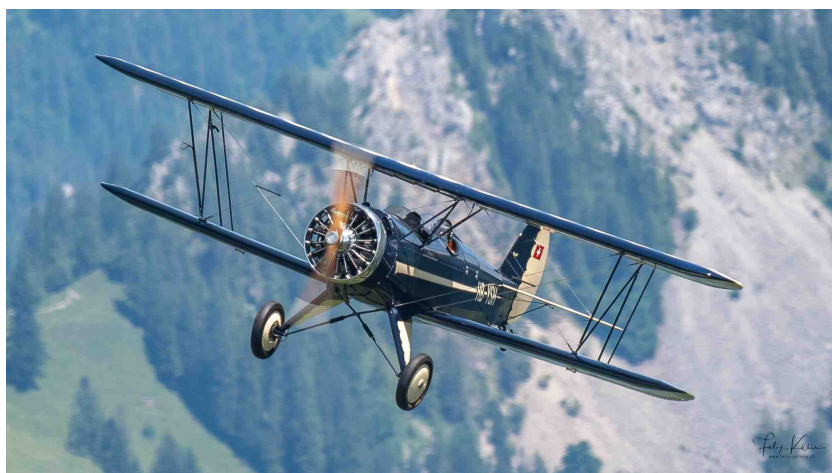
Hatz CB1 Kelly-D Hatz Classic Hatz Bantam Vintage Hatz

HATZ BIPLANE ASSOCIATION

MEMBER SHOPS & EVENTS



Kevin Conner's beautiful CB-1 "Red Rider" was featured on this advert for the annual Fly-In Bean Dinner at Airmen Acres (OK93) in Collinsville, Oklahoma, north of Tulsa.



Hans and Sam Gautschi recently sent us some stunning images of their Vintage Hatz at a Swiss Fly-In among the Alps.

2022 EVENTS

February 5th, Chili Chilly Fly-In, Triple Tree Airport (SC00), Woodruff, SC, USA, tta.aero

April 1-3, Uncle John's Fly-In, Triple Tree Airport (SC00), Woodruff, SC, USA, tta.aero

April 5-10, Sun 'n Fun Aerospace Expo*, Lakeland Linder International Airport (KLAL), Lakeland, FL, USA flflynf.org

July 21-24, Hatz/Pietenpol Fly-In*, Brodhead Airport (C37), Brodhead, WI, USA, eaa431.org

July 25-31, EAA AirVenture*, Wittman Regional Airport (KOSH), Oshkosh, WI, USA, eaa.org

September 1-4, Antique Airplane Association Homecoming & Fly-In, Antique Airfield (IA27), Blakesburg, IA, USA, antiqueairfieldia27.com

September 19-25, Triple Tree Fly-In*, Triple Tree Airport (SC00), Woodruff, SC, USA, tta.aero

* - official HBA events

Please send event notices to the newsletter editor, Kent Misegades.

**Brodhead &
Oshkosh 2021**
by Jeff Moore
Treasurer
Hatz Biplane Association



Here is an update on our annual meeting from Brodhead and Oshkosh:

The Board approved me setting up a PayPal account to pay for items purchased from the Association. It is now active and for now, the person needs to send me an email with their request and I will send them an invoice. The grand plan is to have a check-out added to the website.

The Board also approved the member locator map for members only. It will be in a "Members Only" section of the new web site. I have updated the membership form to add a box for them to check if they wish to be included. T-shirt sales went well.

At Oshkosh we signed up seven new members and had a number of other new people stop by our table.

The Association is now **seeking a new Web Editor** and asks anyone with the skills and interesting in taking on this important role to please contact Jeff Orear. This is his #1 priority for the Association in the coming months.

In January the annual dues will be increased to \$25 in order to fund a modern web site, which our previous Web Editor, Doug Mowry, had kindly paid himself. (More event news from Ted Tracy will be in the next issue. Ed.)

\$\$ Jeff Moore



Jeff Moore's CB-1 and Carlo Cilliers' Classic at EAA AirVenture 2021.



Ryan Newell's CB-1 at EAA AirVenture 2021.



"The Hatz spent yesterday (7/27-28/21) and this morning on the Vintage circle at Oshkosh as part of the Vintage Review. The idea was that the Hatz was a Vintage design that shares commonalities with Vintage Aircraft. Thanks to everyone who came out to see it and support my little talk." Ryan Newell (far right)

Progress Report

by Mark Taylor
Hatz Biplane Association



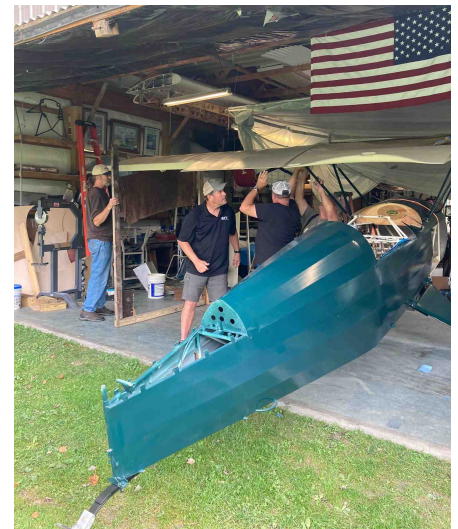
The "flying barber", is now retired I wanted to send an update on my rebuild and Verner install. I'm finally done painting and re-assembling now. I still need to do oil and fuel plumbing to the motor and fabricate the boot cowl and panels from the firewall to the boot cowl.

I ordered spacers for the gear leg shock strut assembly, but after putting the wings and motor on, I needed to take them back off. The gear spread out like a Waco UPF7! It had too much negative camber which also gives less prop-to-ground clearance. Originally the gear was positively cambered. If I'd have left it like that, the added weight after assembly would've made the gear just about right.

I just keep happily plugging away. It's been just short of a year since I pulled the wings off this bird and began a rebuild of sorts. I got them back on today with the help of some good flying community neighbors.

Lots more to do, remaining struts/flying wires, tail feathers, ailerons, hooking up control cables, hanging the Verner radial, engine plumbing, boot cowl work, cowling work...whew! Wouldn't trade for anything!

Mark Taylor



Above, left: Verner 9S upon arrival from the Czech Republic. Above, right: Mark gets help with the wings from friends at his flying community near Goshen, Ohio. Below: Wings, tail feathers and Verner installed. The first flight won't be long now, Mark!



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Your plans set will carry its own serial number and will include weight/balance calculations, flying wire dimensions, two full-scale wing rib template drawings, and more. Time to start building that Hatz!

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ORIGINAL HATZ CLASSIC PLANS

Your plans set will carry its own serial number and include all the information you'll need to build your Hatz Classic.

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ORIGINAL KELLY-D BIPLANE PLANS

The "simpler Hatz", designed by Dudley Kelly. Without a centersection and with most of the curves squared-off, the Kelly-D is distinctive, yet flies much like the Hatz.

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Hatz Biplane Association Back-issue Newsletters



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The Hatz newsletter (1992 æ 2005 issue #1) is available on CD-ROM. All issues from volume 1 number 1, through volume 14 number 1 are present, with many of the pages in full color. The newsletter is in Adobe PDF format and is displayed exactly like the original paper master from which it was scanned. All text, photos, and advertisements are here. The Hatz Biplane Association history and communal support is presented in detail. Research in topics of interest can be investigated through the word search capabilities imbedded in the PDF file. All 793 pages may be printed by the enthusiast (in color and/or black and white).

Computer requirements: CD-ROM drive and software to read the newsletter (PDF version 1.5). Software is freely available from (www.adobe.com). Adobe Reader version 4 works fine, though Adobe Reader version 5 or greater is recommended for word search capability.

Newsletter back-issues

Hatz Biplane Association Members price: CD-ROM \$20.00 U.S. each
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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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Annual Membership Dues: \$20.00

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Telephone: 765-425-6248 email: hatz248@aol.com website: www.hatzbiplane.com

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