

Hatz of the month:
Gautschi Vintage Hatz
...at the Hahnweide

Every three years, depending on the unpredictable weather in southern Germany, hundreds of vintage aircraft from all across Europe converge on a small grass airfield about an hour east of Stuttgart, the famous "Hahnweide", an event spoken with the same reverence on the other side of the Atlantic as we view Blakesburg, Brodhead, Oshkosh, Reinbeck, or Triple Tree - meaningless to most people but evoking the best of memories and greatest anticipation among those who love old airplanes and the people who maintain and fly them.

The "Oldtimer Fliegertreffen Hahnweide" is the largest vintage aircraft fly-in in Europe, hosted by



We flew up to the Hahnweide in Thomas Stute's all-wooden, three-seat, Lyc-powered Klemm 107C. One of 30 built in the early 1960s.



The Gautschi's Hatz Vintage fit right in among the DeHavilland Moths, Focke-Wulf Stieglitz, Bücker Jungmanns and other biplanes on hand.

the Wolf Hirth Flying Club based on the airfield. The club is named after Wolfram Kurt Erhard Hirth, a German gliding pioneer, sailplane designer and co-founder of Schempp-Hirth, a renowned glider manufacturer still today. Soaring enthusiasts among HBA members will recognize the company's Arcus, Ventus, & Discus. Hatz Classic builder Manfred Maurer of Maineville, Ohio, recently wrote that he interned at Schempp-Hirth before starting his engineering career at GE Aviation.

In 2019, our annual trip to visit my (German-born) wife's

family coincided with the Hahnweide, what a coincidence... When I mentioned the dates of our visit to my good friend, fellow former Dornier engineer and pilot Thomas Stute, he immediately suggested we make the short flight from Lake Constance up to the fly-in and camp out over the weekend. I then contacted Hans and Sam Gautschi to see if they planned on bringing their Hatz Vintage, and was pleased to learn this was the case. Everything went off without a hitch, the flight in Thomas' rare Klemm 107C was a

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The View from Above

Jeff Orear, President Hatz Biplane Association



So here we are, close to the end of another year. With the change of season here in Wisconsin, the foliage has all exhausted its brilliant colors that are a yearly spectacle. Shorter days, colder temperatures and yes, even snow showers have started to cut short flying opportunities. Once again, the question of where the year has gone echoes in the airport hangars.

Usually one looks back on the past summer's events that were attended and participated in with satisfaction and fondness. Is that entirely possible this year??

2020 has certainly been a challenge for all of us in one form or another due to the Covid-19 crisis. It has affected our daily routines, our employment, our ability to visit with loved ones. In many areas having a nice dinner at a favorite restaurant is even out of the question. Wearing a mask everywhere you go has been inserted into our daily errands. An empty Lambeau Field while the Packers play is rather surreal and totally unheard of, as

well as other sporting venues. Sadly, some have even lost loved ones to this disease. Regrettably this contagious virus has even percolated down to affecting our flying and events we normally enjoy attending.

It was very difficult to announce the cancellation of the Hatz Biplane Association annual fly in at Brodhead Wisconsin this year. Wouldn't you know, it was my first major decision as president. But before you call for impeachment, in the end, the decision was made for us by the local EAA chapter 431 that hosts the event. Even though many of its members were ready to proceed despite the Virus threat, the specter of not being able to acquire liability insurance due to Covid, was the straw that broke the camel's back. The cancellation of AirVenture didn't paint a rosy picture for the insurance underwriters as well.

Not being able to "mingle with my own kind" as I call it during Brodhead and AirVenture this year left a void for me. I have

been attending at least AirVenture every year since 1983. It, and now Brodhead have been my yearly aviation "fix" that tides me over until the following year. It boils down to savoring being with all the aviation friends I've made over the years for a week every summer, and I dearly missed that in 2020.

We can all hope that a vaccine and/or effective treatments are developed in time to be available in 2021 so that we can once again gather at Brodhead and AirVenture, as well as local flying events to enjoy each other's company, share a few stories, (some of them true), and enjoy our Love of building and flying Hatz biplanes together. I look forward to seeing many of you at Brodhead in 2021 and hope you and your family stay safe and healthy.

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

Jeff Orear



Above left: Jeff's Hatz features a nicely-made cowl for the planned Rotec powerplant. Right: Grandson Colin tests the controls.

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delight as always, and we both had a good chance to spend time with Hans and Sam and get a closer look at their splendid Hatz.

The pictures here do not do Hans and Sam Gautschi's stunning craftsmanship, or this popular aviation event in general, justice, but you can find a number of excellent galleries of images as well as videos online, for instance at flying-wings.com from the German aviation photographer Andreas Zeitler (see AIRSHOWS > HAHNWEIDE OTT 2019). Some of the images that Thomas and I took are shown here.

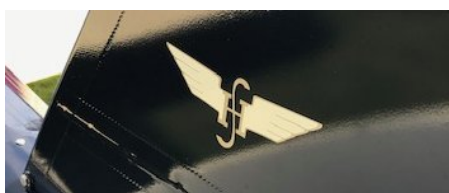
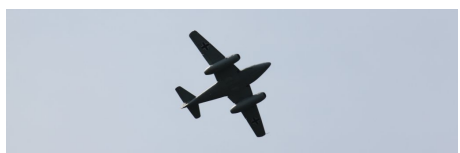
Kent Misegades



Thomas Stute (right), of Bermatingen, Germany discusses construction details of the Hatz with its builders, Hans (left) and son Sam (center) Gautschi from Beinwil am See, Switzerland.



Kent checks out the rear cockpit. Below - replica Me 262 jet. Wow!



Thomas and I enjoyed typical southern German "Maultaschen" and a cold one just after arrival. The weather was warm and dry.



See the Gautschi's smooth landing at 6:12 in this video, "Hahnweide 2019 - Thursday and Friday Arrivals".



Hans and Sam have documented everything on their nice web site, aeroplaneworks.ch, showing that typical Swiss attention to detail.

HATZ BIPLANE ASSOCIATION

LATEST CLUB NEWZ



Officers and Directors

President:
Jeff Orear 715-582-3059
jorear@new.rr.com

Vice President:
Mark Taylor 513-907-5571
hatz493@hotmail.com

Secretary:
Rick Schultz 937-728-1028
rfs1260@yahoo.com

Treasurer:
Jeff Moore 765-425-6248
hatz248@aol.com

Director Tennessee:
Mark Lightsey 951-378-8980
mark@aerocraftsman.com

Director North:
Mark Marino 218-310-2333
markm@hatzbantam.com

Director East:
Rob Lynn 304-892-4515
Citabriarob@hotmail.com

Director West:
Jeff Cain 303-722-4311
biplane@ix.netcom.com

Director International:
Hans Gautschi +41-62-771-24-25
hans@aeroplaneworks.ch

Webmaster:
Doug Mowry
admin@hatzbiplane.com

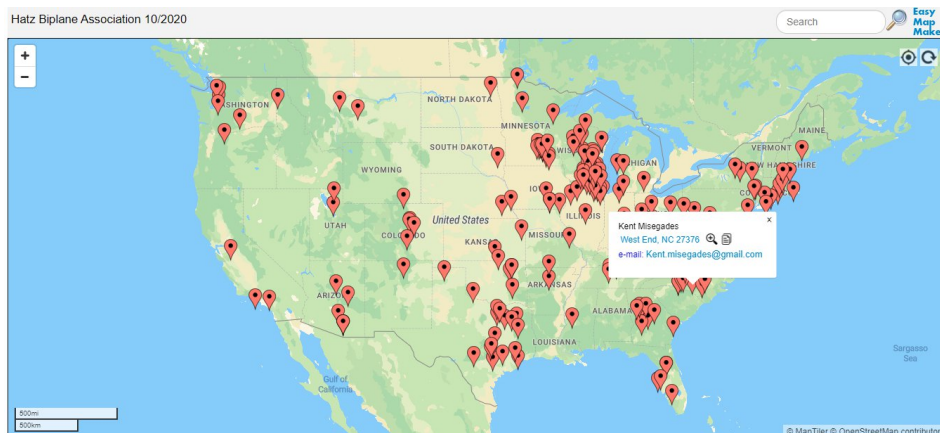
Newsletter Editor:
Kent Misegades 910-568-2580
kent.misegades@gmail.com

Official Address:
Hatz Biplane Association
9981 S. 50W
Pendleton, IN 46064 USA
www.hatzbiplane.com

Kent Misegades, of Seven Lakes NC, has agreed to become our new newsletter editor replacing **Kevin and Cindi Conner**. With his busy schedule, Kevin has decided to hand over the responsibilities at this time. The Association would like to thank Kevin and Cindi for the effort they have put in over the years in producing our newsletter. We can all agree that it has been a very well done publication. Being a newsletter editor can be a time consuming endeavor and their donation of that time has been greatly appreciated. **Jeff Orear, President HBA**

The HBA has created an **online map and registry of members** to better help us find each other. See the image below. Plans are to have this private map password-protected in a "members-only" section of the HBA web site and members may opt out if they wish. Stay tuned for more details from Jeff Orear.

The **HBA logo has been updated** based on the input of officers. This will help us create and offer new Logo Gear (hats, shirts, coffee mugs, etc.) and provide all Hatz builders with a starting point for artwork to apply to their own aircraft. Knowing that color selections are highly subjective, we can now provide you with a high-definition file of the basic Hatz wings and special font, which was chosen to reflect what was in use during the Golden Age of Aviation when the Waco and Great Lakes biplanes were first produced. **Contact Kent Misegades, Newsletter Editor, for details and the files.**



Hatz'n Around

by Ted Tracy
Hatz Biplane Association



Hello again fellow Hatzers, in this installment of "Hatz'n Around" we visited with Rick Schultz in Sidney, Ohio, and had an opportunity to see his beautiful (and nearly finished) Hatz Classic project. This is Rick's second Hatz project, and that experience really shows. The level of fit and finish and attention to detail displayed on this build is impressive.

We also took the opportunity to extend an outreach of Hatz Fellowship to a fellow Hatz builder, Manfred Maurer of Maineville, OH. Manfred is also building a Classic and was interested in networking with other builders in the area. While I drove up to Rick's hangar to bring supplies to make parts for the aileron control system, Manfred flew up in his very nicely turned out RV-7. If this plane is any indication, his Hatz will be a stunner!

In the end, I got to make some progress on the metal parts for the aileron controls, and Manfred got to see what a beautiful Hatz Classic looks like as it approaches completion. I'm not really sure what Rick got out of



the equation, except that maybe his shop got cleaned up in anticipation of visitors! "Tip of the Ole' Hatz Topper" to Rick for being such a good host, and hopefully we gained a new HBA member in the process!

And now for the "eye candy" - pictures here. Humbly submitted by your faithful metal melter...

Ted T

Above: Rick's Hatz Classic with the Czech Verner Motor's nine-cylinder Scarlett 9S up front. The fuselage tubing was provided by VR3 Engineering of Canada. Below: steam gauges belong in a Classic, of course!



Above: close-up of the Verner radial installation. Left: Manfred's sharp RV-7.



Manfred Maurer & Rick Schultz in Rick's shop in Sidney, OH.



HATZ BIPLANE ASSOCIATION

MEMBER SHOPS & EVENTS



Jeff Orear of Peshtigo, WI reports: "I feel like I have taken two steps back to make one forward lately, as I have gone from the picture on the left to the one on the right, to paint my fuselage tubing. At least now I am final assembling things. Seems like sometimes I really make progress, then others I move at the speed of smell. It's all part of homebuilding tho. I have a website via the EAA at <https://eaabuilderslog.org?s=Patients>. I had started my buildlog on the Expercraft site, but unfortunately that site went away unexpectedly. So my buildlog starts sort of mid-stream."



Mark Taylor of Goshen, OH reports: "My winter project will be an engine swap to the Verner 9S. What I've heard and read about the company impresses me. I'm excited to take delivery in February. I'm pulling my engine and wings off two weeks from this Thursday and beginning to strip the fuselage for a reshaping. I don't want this engine to look like a bolt-on afterthought. Here is the example I'm modeling my installation/exhaust system after. ."



Kent Misegades of Seven Lakes, NC reports: "Following completion of this Glen-L 'Tuffy' runabout in late 2019, I have been preparing for the start of the Hatz CB-1 in my garage shop shown here. The official start date of the project was September 1st, 2020. I'll have the ribs completed yet this year, and then start with the wing fittings. 90% done...90% to go."

UPCOMING EVENTS

February 6, Chili Chilly Fly-In, Triple Tree Airport (SC00), Woodruff, SC, USA, tta.aero

April 9-11, Uncle John's Fly-In, Triple Tree Airport (SC00), Woodruff, SC, USA, tta.aero

April 13-18, Sun 'n Fun Aerospace Expo, Lakeland Linder International Airport (KLAL), Lakeland, FL, USA flynf.org

May 7-9, Spring Wings & Wheels Fly-In, Old Kingsbury Aerodrome (85TE), Kingsbury, TX, USA pioneerflightmuseum.org

July 22-July 25, Hatz/Pietenpol Fly-In, Brodhead Airport (C37), Brodhead, WI, USA, eaa431.org

July 26-August 1, EAA AirVenture 2021, Wittman Regional Airport (KOSH), Oshkosh, WI, USA, eaa.org

September 1-5, Antique Airplane Association Homecoming & Fly-In, Antique Airfield (IA27), Blakesburg, IA, USA, antiqueairfield.com

September 20-26, Triple Tree Fly-In, Triple Tree Airport (SC00), Woodruff, SC, USA, tta.aero

November 12-14, Fall Wings & Wheels Fly-In, Old Kingsbury Aerodrome (85TE), Kingsbury, TX, pioneerflightmuseum.org

Please send details on any event that attracts biplane people to the newsletter editor, Kent Misegades.

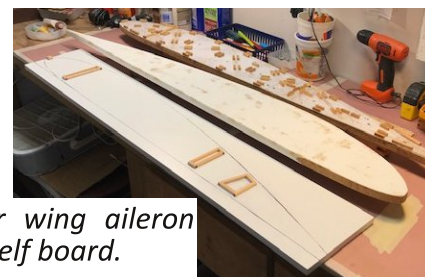
**Hatz Topics from the SGAF
by Kent Misegades
Hatz Biplane Association**



It gives me great pleasure to serve as your new newsletter editor. Thanks go to the officers of the HBA for accepting my offer to attempt to fill in the large footsteps of those who have gone before me.

Without going into much detail on my background, suffice it to say that, like most home builders, I have been messing around with airplanes as long I can remember. Son of a former Douglas and North American Aviation engineer, I started flying at age 15 while working most weekends at the once great Kentucky Flying Service at Bowman Field (Louisville) in the early 1970s, soloing there on my 16th birthday. Poor eyesight dashed my hopes for a military aviation career, so I earned a couple of engineering degrees (War Eagle!) and wound up designing various aspects of aircraft and defense systems in the US and in Germany, where I started my engineering career in 1980 as an aerodynamicist for Dornier. The best part of that job was meeting my future wife and best friend, Ulrike (Ulli), who has always understood and supported my passion for aviation.

Three children, three grandchildren, four moves across the Atlantic and a number of jobs running engineering and manufacturing businesses later, I am finally making the time to build an airplane. Our younger



Above: rib #34 of 40, for the upper wing aileron sections. Right: rib jigs cut from thick shelf board.

son Timothy (an A&P who assembles the LEAP and other turbines for GE Aviation in Durham, NC), and I have long thought about doing this together. Having been involved in several homebuilt projects in my EAA chapter (1114, Apex, NC) and as a result of son Tim's experience with homebuilts and vintage aircraft during his apprenticeship, we preferred scratch-built, tube/wood/fabric designs, for instance the Acro Sport II from Paul Poberezny.

While attending the Hatz Forum in Oshkosh in 2018, I was most impressed by the large crowd and good organization. What really convinced me though was a statement from fellow NC builder and President of the Vintage Aircraft Association, Susan Dusenbury, at that forum: "I have been restoring a Stinson SR6 for many years. Sometimes I wish I had just built a Hatz instead!"

We're starting with the basic Hatz CB-1. A good friend from my EAA chapter has given us a Continental O-200 he had extra (!), making the choice of powerplant and focus on light weight easy. With the help of an engineer friend in Germany, an expert on aerospace structures, we have made some small modifications to

the wings to bring them up to the current +6g limit for basic aerobatic flight, which my son and I enjoy. I will report on this in the next edition, along with news concerning a potential alternative supplier of aircraft-grade wood.

As described on pg. four of this edition, the officers have been working on a face-lift of the HBA logo. I can send members now the graphics files for use on their aircraft. The same page shows a map with the location of HBA members, coming soon to hatzbiplane.com.

From past experience as newsletter editor for EAA1114 and IAC19, I have found that there are plenty of newsworthy items out there. While I am not requesting anyone write and send me articles, I will use your pictures and emails on anything related to the Hatz and events that attract biplanes and biplane builders. Just send them in whatever form is convenient to me at kent.misegades@gmail.com

p.s. - Our family pronounces our old German (Friesisch) name "Myz-Gaydz", which literally translates to "Swamp Goose". Thus we call our shop the **SGAF - Swamp Goose Aircraft Factory**.

Kent Misegades



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: _____

Year Round/Summer Address: Start Date: _____ (n/a if year round address)

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Hatz Project/Aircraft or Other Aircraft Owned:

Year:	Model Name:	Serial #:	N#:	Flying	Project
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Annual Membership Dues: \$20.00

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Hatz Biplane Association
9981 S. 50 W
Pendleton, IN 46064

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

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