

Hatz of the month:

A Pair of French CB-1s

*The lovely aircraft of
 Marc Beaudier, Vincent Carret,
 and Hervé Depreaux*

Next to the United States, there are few countries with a more vibrant and storied history of home building and sport aviation than France. Its commercial aircraft makers such as Aérospatiale, Airbus, Breguet, Daher, Dassault, Latécoère, SNECMA, and SOCATA are household names in the global aerospace industry.

But France has also been home to some of the most important European designers of light aircraft going back to the days of Louis Bleriot and Henri Farman; names such as Michel Colomban, Roger Druine, René Fournier, Édouard Joly and his son-in-law Jean Délémontez (Jodel), Marcel Jurca, Henri Mignet, Raymond Saulnier and the Morane brothers, Léon and Robert, Henri Nicollier, Claude Piel, and Pierre Robin.

The French people too are



The banner from the web site of these three French Hatz builder/pilots, hatz-biplan.fr, quotes the famed French aviator and writer Antoine de Saint-Exupéry (St. Ex) : "Make your life a dream, and your dream a reality."



proud of their many contributions to the advancement of flight, as they should be! After all, our biplanes (fr.:biplans) would not have a fuselage, empennage, ailerons or decalage had it not been for the French. And where would aviation literature be without the great St.Ex, whose titles "Night Flight", "Southern Mail", and "Wind, Sand and Stars" belong in every true aviator's collection?

It should come as no surprise then that homebuilding of light

aircraft has been a popular activity there for as long as in the United States. This month's "Hatz of the Month" feature is actually a pair of CB-1s built and flown by three special pilots from western France: Marc Beaudier, Vincent Carret, and Hervé Depreaux. You've probably seen their pictures on the Hatz Facebook group, often with stunning French scenery in the background. Hervé kindly sent the following description of their little association called "Féodalair".

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Féodalair is an association of three French pilots, Vincent (58), Hervé (56), Marc (53), and two beautiful young girls, F-PCEB (red and black) and F-PVMH (yellow and black). The story begins with just one person,

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The View from Above

Jeff Orear, President
Hatz Biplane Association



hot glue into a piece a plywood, then Bondo to fill gaps. This I then painted with sandable primer. Then a mold was made using gel coat and polyester resin.

I also needed to mount my compass away from any magnetic interference and was having

difficulty locating it in my panel due to some electronic gauges making it go goofy. I ended up making a housing, again out of fiberglass, to mount the compass on the underside of the center section. This time I just made a one-off part and made a plug out of plywood and foam. Not sure where exactly I will be mounting it, but this gives the general idea.

The beat goes on. Seems like when you finish up a to-do list, another one springs up. All part of the fun of home building.

Jeff Orear

As to the progress on my Hatz Classic, I'm trying to chase down little tasks that I have been kicking down the road in preparation to begin the covering process. Better to get things done now and prevent any possible surprises after things are covered.

One thing I wanted to get done was getting fuel line blisters made for where they exit the center section. I was going to make them out of aluminum, but my attempts didn't result in anything being near consistent. So I turned to fiberglass again.

Since I needed five of them, four for fuel lines and one for the fuel sight gauge, I decided to make a mold. I made a plug by using a lightbulb mounted with



Left: plug. Top to bottom: mold, part made from mold, final result. Right: Compass housing.

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Marc, Vincent et Hervé

Vincent Carret. Vincent has been watching planes since he was a little boy. He began his professional career as a mechanic's assistant in an aircraft maintenance shop, and ended it as the captain of commercial jet aircraft.

During this exemplary career, at a time when modern technology increasingly concealed the beauty and wonder of flying, he felt the need to return to the origins of his profession: building his own aircraft. Building an airplane is a bit of a crazy project, a little useless, but building the plane of your dreams becomes the dream of a lifetime. It is a project that, for a moment, gives the impression of communicating with the Wright brothers. This is a project that allows, for a short moment, to befriend Clément Ader, Otto Lilienthal, Louis Blériot. The smells of Vincent's workshop are the same as theirs. The smell of wood, the smell of glue, the smell of metal being welded, and valves being descaled.



The Féodalair pair of CB-1s rolls for takeoff from the historic Avranches airfield in Brittany, with the spire of Mont Saint-Michel on the horizon.

But what Vincent didn't know yet was that flying in the plane of his dreams would allow him to experience the same smells of aviation as the first pilots did. The smell of leather from the helmet, the smell gasoline and hot oil, the smell of the countryside, ... The origins of his profession - Vincent found them thanks to John Hatz.

Even though John never met Wilbur or Orville, he allowed Vincent to get close to them. So, he bought the plans for John's plane in 1998 and studied them for over a year. Throughout that year, he read them, tried to understand them, tried to understand how others understood them, and when he finally realized that there was no point in understanding them, but that it was just enough, like a musical score, to admire it and hear its musicality, he went for it.

Thirteen years later, in July 2013, on the small airport of Rennes in Brittany, the musical notes sang with all their voices. Vincent's plane took off and flew through its first closed circuit. It was the dream that came true. It flew like an aeroplane should!

Vincent's plane (F-PCEB) is red and black. Why? He doesn't know. Well yes, he guesses. This is the color of the melody he heard while reading John's plans. Today, Vincent's plane has more than six hundred flight hours. He traveled all over Brittany, crossed France once, participated in many fly-ins, and made many children dream.

But the story does not end there, because in 2013, another jet captain, Hervé Depreaux, came to see Vincent. He too wanted to go back to the origins, to go up this river that flows much too fast. Hervé told Vincent about the flight of birds. A bird never flies alone, or rarely. Hervé told him about formation flight, and the beauty revealed by a flight of two biplanes "on patrol". Another commercial pilot, Marc Beaudier, joined Hervé and Vincent gave in, unable to resist the charm of a new interpretation of John Hatz's music. Five years later, in August 2019, the second aircraft (F-PVMH) completed its first closed circuit.

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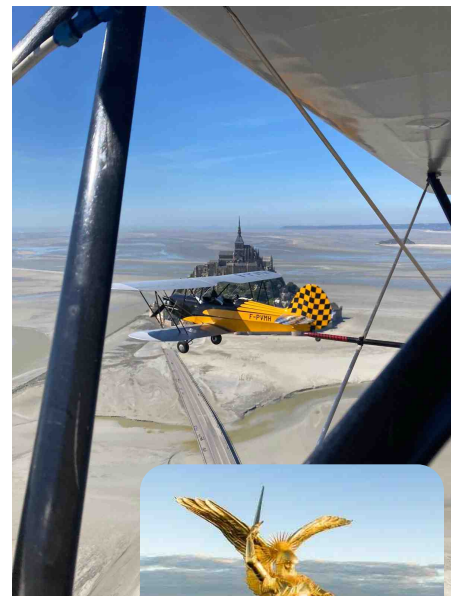
Hervé and Marc thought they heard the music of the plans (or pretended to hear it), and Vincent made the plane yellow and black. This was Vincent's second first flight in Hatz. Now, Vincent, Hervé and Marc are flying the two planes. F-PCEB and the F-PVMH always fly together, and in close formation. One does not go without the other, and vice versa. Thus, John Hatz allowed three Frenchmen, passionate about airplanes, to go back in time and get closer to the origins of flight.

Although based at Rennes–Saint-Jacques Airport (LFRN) in Brittany, the favorite destination of this patrol is a small airfield located very close to the Mont Saint-Michel. Avranches

(LFRW) is a small grass airfield where sheep graze, except during high tide, when the sea comes up to the doors of the hangar. On this land, once frequented by Antoine de Saint-Exupéry, nothing has changed.

After having circled the gilded statue of Saint Michael the Archangel atop the Basilica of Mont Saint-Michel, when the Hatz Patrol lands and cuts its engines, when the smell of hot oil gives way to that of the sea air, when once seated on the wooden terrace heated by the sun of Normandy, everything, absolutely everything, comes to revive the memory of aviation of the 30s that in France we call "Romantic Aviation".

***Merci John Hatz,
Hervé Depreaux***



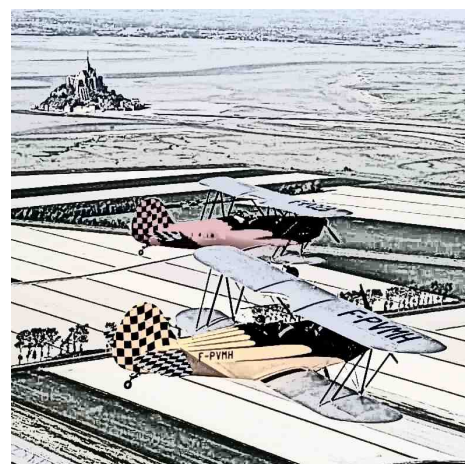
More Details on Féodalair:

Vincent CARRET : 19,000 Flight Hours, Captain, CRJ 1000, Air France
Marc BEAUDIER : 14,000 Flight Hours, First Officer A320, Air France
Hervé DEPREAUX : 19,000 Flight Hours, Captain, CRJ 1000, Air France.

HATZ F-PCEB : 500 Flight Hours
HATZ F-PVMH : 200 Flight Hours

www.hatz-biplan.fr/
www.facebook.com/pg/feodalair/posts/
www.aeroclub-avranches.org/wp2/
www.ot-montsaintmichel.com/
www.acriv.org/web-7/

see construction images on pg. 5





Numerous images from the construction of the Féodalair pair of CB-1s may be found at the links given on page 4.



HATZ BIPLANE ASSOCIATION

LATEST CLUB NEWZ



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September issue, in December? What's up with that?

As in the last issue, your tardy newsletter editor is working through a large backlog of Hatz-related information from various sources. I'm not much on New Year's parties, but New Year's resolutions are taken seriously. One is to get all your great contributions out in a more timely fashion. And to make progress on my CB-1! **Mark my words...**

Thinking ahead to the 2022 Fly-In season, here's hoping we can start things off with a bang again at **Sun 'n Fun**, scheduled next year for April 5-10. If you are planning on attending, please let me know so we can plan another luncheon get-together.

Kent Misegades, Newsletter Editor



HBA Member **North Shetter** of Menominee, Michigan sent us this picture of his sharp-looking Hatz Classic, powered by a Lycoming O-290. North enjoyed getting to know his new airplane this summer in the U.P.

More Newz from the Editor

- Thanks to **Hervé Depreaux, Jeff Orear, Ted Tracy, North Shetter, Bob Mott, Doug Dringoli, Jeff Cain, Rob Lynn and Mark Lightsey** for their contributions to this issue.
- 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.

More than **50 YEARS of Happiness**

Hatz CB1 Kelly-D Hatz Classic Hatz Bantam Vintage Hatz

HATZ BIPLANE ASSOCIATION MEMBER SHOPS & EVENTS



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HBA member **Bob Mott**, of Yaphank (Long Island), New York, sent us these pictures from the annual Fly-In at the Lufker airfield (49N) in eastern Long Island. Above: Bob's often-photographed CB-1, N1929H. Below: **Clinton Goodhue**, from Kennebec, Maine, flew down in his Hatz Classic, N200J.



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 flynf.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.

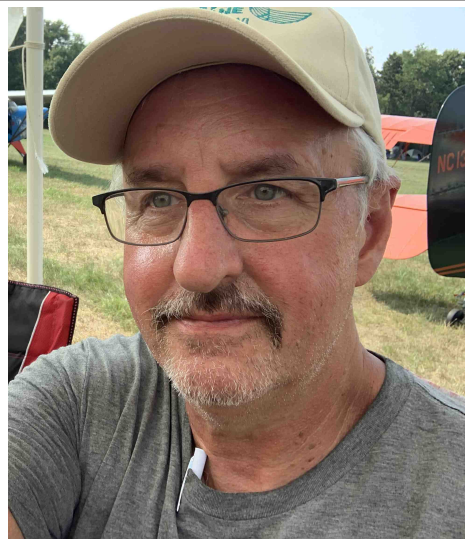
'Round the Patch Brodhead Edition

by Ted Tracy
Hatz Biplane Association

The author Thomas Wolfe once wrote "You can't go home again". And yet the monarch butterfly flies vast distances to winter in the warmer climes of Mexico, and the swallow has its annual return to Capistrano. For some the pull to return home is irresistible, So it is with the Hatz gaggle and their return to Brodhead Wisconsin for the annual fly-in .

So, before you know it, it's time to order the new sectional charts (or update to the latest version of Foreflight!), find a place in the baggage compartment to stash your tent, pack a pair of fresh underwear and your tooth brush, preflight the "Old Crate", and head to the green hills and valleys of Wisconsin. Also, it might not hurt to pray for good weather! The weekend is a shared event with the Pietenpol squadron to the delight of all who attend.

The meet was well attended by HBA members, if somewhat less so by attendees arriving by air in various Hatz. We had only



Left: Ted Tracy. Above: The Big Tent at Brodhead, Hatz HQ.

three Hatz on the welcoming green of Brodhead this year led by the ever present Jeff Moore, the club's treasurer. The good news is that the other two Hatz's in attendance were both new fledges, and both proved new levels of outstanding craftsmanship that can be brought to bear when constructing these beautiful machines of the air. The actual club meeting on Saturday boasted twenty five plus members and five national officers. Those being Jeff Orear (President), Rick Schultz (Secretary) , Jeff Moore (Treasurer) Mark Lightsey and Mark Marino, both of whom are HBA regional directors.

Of the two new Hatz's that debuted at Brodhead this year, Jim Nielsen was the first to arrive in his

beautiful red and cream Hatz Classic. Jim hails from Faribault Minnesota and flew the Hatz down for her debut. At the time he reported about seventy hours of "entertainment" on the clock to date, and I'm sure many more to follow during the summer of high season flying up in Minnesota. She sported the usual flat motor (O-320) for the traditional streamlined Classic lines, but did surprise observers with the addition of a door on the aircraft's left side to aid in ingress/egress. This, over the years, has proved to be the bane of many a Hatz front pit passenger... I'm lookin at you Rick!!

Next up, Carlo Cilliers dropped out of the sky direct from Maryland to grace us all with his stunning Rotec powered Hatz Classic. The Classic showed brilliantly on the Wisconsin green resplendent in her traditional white with red trim livery and an abundance of exquisite details that rewarded all those that chose to look closely. Carlo's visit to the hallowed grounds at



Jim Nielsen of Faribault, MN, brought his lovely Lycoming O-320 powered Hatz Classic NC80CF to Brodhead.

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'Round the Patch Brodhead Edition

by Ted Tracy

Hatz Biplane Association



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Brodhead was a short one, as he was anxious to get the plane up to Oshkosh, but all on hand appreciated the opportunity to get a first look prior to her debut at the "Big Show". Thanks again, Carlo! We could only stand in awe and wonder what flavor of Lindy might reward Carlo's efforts.

The last surprise on tap for the faithful arrived on site for static display on the back of a trailer, brought to us by Mark Marino and his wife Sandra Ettestad, also from up Minnesota way. Mark and Sandra brought this customer-instigated project to show us again what's possible at the LSA end of the family. It shows as unique for being the first radial engine powered Hatz to date, that will be fully cowled, thus recalling more the Waco YMF rather than perhaps the QCF 2's open engine look. The customer urged the team that they use the new jewel-like Verner seven cylinder radial as the noise maker up front. We could only imagine the glorious sound that it would make when they fire the engine up for the first time.

And now, inevitably, on to business. As you'll have with any club that meets collectively but once a year, there is the always the club's business to attend. Having skipped a year together at Brodhead, and even though these things can be overseen by the

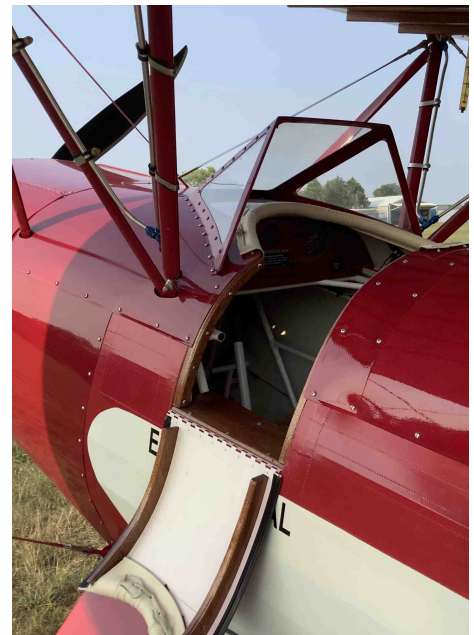


Above: Carlo Cilliers stopped by Brodhead briefly in his brand-new Hatz Classic on his way to Oshkosh from his home in Frederick, Maryland. Below: the large fold-down door on Carlo's Classic, a much-appreciated passenger feature found on most newer completions.

officer cadre remotely, there seemed to be a slightly higher imperative to "get 'er done" this year. Also, having the year gap, this was Jeff Orear's (hereafter referred to as "The Prez") first meet to lead us bravely into the future. Which he carried off with aplomb!

While the digs were the familiar large white tent, The Prez made some changes that gave the event a decidedly "Sconnie" spin on the state's famous hospitality by setting up a "happy hour" with a selection of local beers (Spotted Cow anyone?) some wine and snacks. This segwayed nicely into the dinner being grilled by the Pietenpol camp across the "drome". Jeff runs a tight ship, and had an organized list of items to cover.

We talked about the relatively



recent change of the availability of Hatz Classic plans to be distributed by the HBA. This should relieve a bottleneck in plans availability and hopefully generate some new build starts, and maybe even some new HBA members!

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'Round the Patch Brodhead Edition

by **Ted Tracy**

Hatz Biplane Association

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Above: HBA Prez Orear efficiently conducted the Association's annual business meeting.

Oshkosh. The officer group also banded together to arrange a commemorative award for Kevin Conner (and by extension, his wife Cindy) for their long service and dedication to advancing the interests of the club and increasing the visibility of Hatz biplanes generally.

As the day wound down, and the sun began to drop ever lower in the blue sky of a Wisconsin summer evening, I decided to strap loosely into Big Red and cruise to the fuel pumps to top off, in anticipation for the next morning's departure. As I sat in Red's back 'pit, waiting my turn to fuel up, I sat in the relative quiet and watched the Pietenpol gaggle fly slowly by in parade laps overhead.

Watching those pilots, in those airplanes, in the golden hour as the sun inched ever closer toward the horizon, it was difficult to imagine anyone anywhere having more fun than them. I was already starting to miss Brodhead, and I hadn't even left yet. Well, we'll be back next year, Till then....

YrFthjCrspndt, Ted T



Above and below: Mark Marino and his wife Sandra, from Duluth Minnesota, brought to Brodhead their first-of-a-kind, fully-cowled, Verner seven-cylinder radial-powered Hatz Bantam.



Among other items discussed neighborhood during "The Big Show" and all agreed there was a lot better visibility for the club, and generally seemed like a better fit. There were also certificates for first flights to be arranged to be awarded at the Hatz forum at

Building a Welding Table by Doug Dringoli Hatz Biplane Association

I started by building the fixture table for welding the steel tube fuselage. The table is constructed of 2x6x10 foot fir sides and middle with a $\frac{3}{4}$ " thick MDF table top. I started by getting the sides cut into a 6 foot and 10 foot long lengths. That joint is sistered by gluing and screwing the leftover 4 foot piece on the inside over the joint. The difficulty comes with developing a straight edge for the tabletop to lay on. Since the side assembly didn't take place on a 16 foot flat table, I found that the completed edge had a fair amount of bow to it.

I decided to plane these edges straight so when the frame was complete, the top could be just placed on without requiring addition shimming. The method I used was to string mason line from one end to the other, on the edge to be planed. That gave me a reference on how out of straight I was. Visit my Youtube channel for a more detailed explanation of how I did this at www.Youtube.com/Beechdrv.

When the planing of both long sides was complete, the rest of the frame was assembled with cross supports every 2 feet down the length. What's important in assembling this fixture table is overall flatness since the fuselage is welded in reference to this plane. After the subframe was assembled, it was brought to overall level using a carpenter's



level and window shims, across its full length and width. Once level, its position was secured to work benches that would support the entire fixture table, using lengths of angle iron screwed to the bench tops.

Now that the table is lying in a known flat plane, the table top was placed on it and screwed to

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Building a Welding Table

by **Doug Dringoli**
Hatz Biplane Association



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the subframe. My curiosity got the best of me and I wanted to see just how flat I had made the top. I borrowed a laser level and set it up so a horizontal beam was displayed just above the table top. I then took a ruler and placed it vertically, attaching it to a steel 1-2-3 block. Dimming the lights, I then proceeded to move the ruler to different positions on the table and found it to be level to within a 32nd of an inch! Definitely flat enough for welding.

Satisfied that my table was done, I was then able to continue with laying out all the tubing centerlines for both the top and bottom of the fuselage.

Fast forward to the present - I'm finally done coping the fuselage bottom. When I started, I was using a variety of techniques. Lathe, mill, and die grinder with a cutoff wheel and carbide burr. In the end, I have become quite proficient and comfortable with just the cutoff wheel and a die grinder. I'm FINALLY done tacking and coping! Now to get back on the welding and brush up on my cluster welds. Its coming off the fixture table and onto a rotary fixture for final welding. Very excited!

Doug Dringoli

image courtesy Jeff Cain



Blakesburg 2021

by Jeff Cain
Hatz Biplane Association



Thanks to HBA Director West Jeff Cain for the pictures here from this year's Antique Airplane Association (AAA) Fly-In. Held this year on September 1-6 at the famed Antique Airfield (IA27) in Blakesburg, about 80 miles southeast of Des Moines, Iowa, the Fly-In attracted many biplanes including several member Hatz'.



Jewell and Dana Hardee of Keller, Texas brought their O-320 powered CB-1, originally built by David Guillot, to Blakesburg.



Above: Lyman Hatz presents an appreciation award to Kevin Connor, HBA's past president, and his wife Cindi, co-editor of the newsletter with Kevin. Lower right (L-R): George Francis, Luke Weist, Jeff Cain, Jewell Hardee, Kevin Connor, Cindi Connor, Jeff Moore. Other pictures: Jeff Moore's Hatz LB-1 Mail Wing, the Connor's Radio Flyer and Jeff Cain's CB-1.

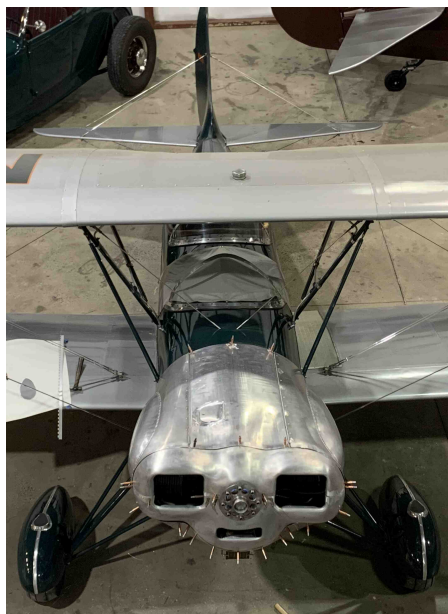


More Builder Progress!

Hatz Biplane Association



Right: Congratulations to HBA Director East, Rob Lynn, on the completion of the special paint scheme and first flight of his Hatz, made on October 5th of this year. With his hand now firmly wrapped around a bottle of tequilla in his winter quarters in Old Mejico, basking in the sunlight of his accomplishments, Rob promises to send a full report on his work and first flights. Below: Mark Lightsey, HBA Director Tennessee, sent us these pictures from the construction of his unique Luscombe-inspired cowl and the first new flight of his CB-1 since its fabrication. On his motivation he wrote: "My Hatz originally had a Cub-style cowling but I kept cracking cylinders on the O-290 so I decided to do something different. I'd always liked the look of the Luscombe's cowling so I got a never-used nose stamping and started in. I had to split it to fit over the large Lycoming prop flange. Then it's just been a process of filling in the blanks. I ordered and modified a Vans O-320 baffle kit and I'm hoping it'll cool more consistently when it's finished."



Hatz Biplane Association

The Great Stuff for Sale Page



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Hatz Biplane Association Back-issue Newzletters



The Hatz newsletter back issues are available on a thumb drive. All issues from volume 1 number 1, through the current issue 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 are presented in detail. Research in topics of interest can be investigated through the word search capabilities imbedded in the PDF file. All of the pages may be printed by the enthusiast (in color and/or black and white).

Computer requirements: USB port 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.

Newzletter back-issues

Hatz Biplane Association Member's price: \$20.00 U.S. each
Nonmembers price: \$45.00 US (Thumb drive and 1 year HBA membership)

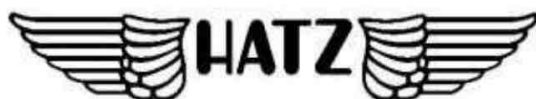
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Hatz Project/Aircraft or Other Aircraft Owned:

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"/>

!!!! NOTICE DUES INCREASE !!!!

*******Annual Membership Dues Are Now: \$25.00*******

You can pay by check or PayPal

To pay by check please send this form to:

OR

To pay using PayPal send an email to:

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

hbatreascb1@gmail.com
Include this form as an attachment
You will receive an invoice.

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