

Hatz of the month:
Ryan Newell's CB-1
NX705SR
...Beach City, Ohio

Ryan Newell of Beach City, Ohio contributed the following images and description of his lovely Red-with-Cream CB-1 for this month's featured Hatz of the Month.

Hatz N705SR (Former N34DP) flew again on September 2nd, 2020 after a two-year, ground-up restoration. The airplane was restored using an airframe built by Denny Parsons of Florida in the mid-nineties. I acquired the airplane from insurance salvage after a landing mishap. The craftsmanship of the airframe was first rate!

I changed some of the cockpit and went for the antique look. The airplane is covered with PolyFiber and finished with Randolph Ranthane. Most of the work was done in my garage. I managed to put 60 hours on it so far with the help of my Dad, Tim Newell. Performance with the Lycoming O-320 has been great.



Ryan Newell cruises above the farmland around Beach City, Ohio, just southwest of Canton.

I am a High School History teacher at Canton McKinley Senior High School in Canton Ohio. Our claim to fame (pun) is if you have ever watched the NFL Hall of Fame game that is our high school's football field.

I grew up flying. My father bought a Taylorcraft BC12D in 1979 and later bought, restored & converted a Piper Tri-Pacer into a Pacer in the mid 80s. The Taylorcraft was wrecked by loose cattle rubbing against in 1989 and was stored until its restoration

from 2006-2011, my first experience with restoration and fabric. We bought a four-placed Taylorcraft 15A in 2015, one of only four flying.

I soloed our Pacer when I was 16, flew with my Dad and solo through college and finally took my check ride at age 23 with 250+ hours! I am 40 now. Virtually all of my time is in tail-draggers. We fly almost every weekend for fun with my family, my father Tim Newell and my Mother Kamie, whether to fly-ins or just around.

My parents live at the Beach City Airport (2D7) in Beach City Ohio, and Dad delights in taking one of the planes up even for ten minutes almost every morning that is flyable.

I am planning on bringing the Hatz to Oshkosh. It will be parked

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The View from Above

Jeff Orear, President Hatz Biplane Association



As I write this, June is winding down and we are about to enter July, and we all know what happens in July! Our annual Brodhead Hatz flyin, and oh yeah, that other little get together called Airventure are looming large.

It's amazing how the numerous friends I have made by attending both events over the years have reached out and contacted me to finalize plans to once again enjoy each other's

company and tell true lies and tall tales. I think it's a common thread among those of us that have a few Brodhead and Airventure notches on our belts that over the years not only are we excited to see airplanes we've never seen, we also look forward to seeing our aviation extended family. Of course the cancellation of Airventure 2020 amplifies those desires.

I hope many of our Hatz Biplane Association members will be able to attend both Brodhead and Airventure. We plan to have an informal cocktail hour on Friday July 23rd at 5:30 on the field at Brodhead. Beer, wine, soda and water along with snacks will be served. After our get together, I encourage our members to support the local EAA chapter cookout that evening. We also hope to organize

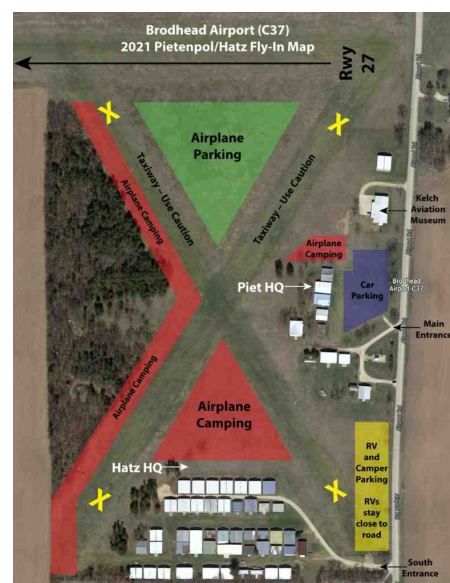
an impromptu outing to dinner for those interested on Saturday night.

While at Airventure, we will be manning a display table in the afternoons in the Vintage Hangar Monday through Friday. Members are encouraged to help spread the word about Hatz Biplanes by volunteering a couple hours of their time. Our forum will be presented in the Vintage Hangar on Tuesday the 27th at 9:00.


I hope to see old and new Hatz friends in the coming weeks. Sure am looking forward to it!

*As always,
Remain Calm and Hatz On!*


Jeff Orear



See Fly-In Details at:
<https://www.eaa431.org/2021-pietenpol-hatz-fly-in-information/>



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in Vintage Camping with the Taylorcraft 15A. Everyone is welcome to stop by and have a seat. We plan on being there from the Thursday before the show through Friday the next week.

Ryan Newell



Ryan's CB-1 is based with the rest of the Newell family's fleet at the Beach City Airport (2D7), a residential airpark in Beach City, Ohio. Ryan's parents live there.



Wings were covered in PolyFiber, painted with Ranthane.



"I changed some of the cockpit and went for the antique look."



"The airplane was restored using an airframe built by Denny Parsons of Florida in the mid nineties. The craftsmanship of the airframe was first rate!" Ryan's children, Emma and Blake, test the controls on the driveway.



The fuselage gets covered and painted in Ryan's temporary paint booth. Wonder what the neighbors were thinking: "He's gonna really fly in that thing?"



Nearing completion at the Beach City Airport. The Newell's TCraft BC12D in the background.



Ryan shows off the plane's impressive Lycoming O-320 Firewall Forward installation.



"My wife Shanna was a champ through the whole thing, either helping or letting me work on it."



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Ryan learned to fly, and how to restore aircraft from his father, Tim Newell, who also helped on the Hatz project.



One last wing to attach...



Rigging the Hatz. See an article dedicated to this topic in this newsletter issue.



The Newell family fleet of restorations, top to bottom: Hatz CB-1, Taylorcraft BC12D, Piper Pacer, Taylorcraft 15A.

HATZ BIPLANE ASSOCIATION

LATEST CLUB NEWZ



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HBA Member Gone West - The sad news reached us recently that HBA member **Andy Velazco** and his wife **Kathy** died in the crash of their Lancair Evolution near the Centennial Airport near Denver, Colorado. Both Andy and his wife were medical professionals in the Atlanta area. Those attending the luncheon at Sun 'n Fun were fortunate to meet the two and learn of Andy's recent accomplishments at making leather seats for his lovely Hatz Classic. Pictures of his work and airplane appeared in the May newsletter. On behalf of all members of the Hatz Biplane Association, our condolences go out to the Velazco family, friends and colleagues. Their obituaries may be found at Legacy.com under Dr. Antenor "Andy" Velazco.



Printed T-Shirts coming soon!

A supply of these nice-looking Hatz Ts will be available for purchase at Brodhead and the Vintage Barn in Oshkosh in July. Buy them - Wear Them with Pride!

More News from the Editor, Kent Misegades

- Thanks to **Jeff Orear, Ryan Newell, AC Hutson, Steve Miller, Rick Shultz, Joseph Rosenthal, Alvin Sager, Dale Severs, Rob Lynn, Ike McCann, Carlo Cilliers, and Dave Conrad** for their contributions to this issue of the HBA Newzletter. You guys are the greatest - bring it on!
- Get your **Hatz embroidered logo gear** now from **Land's End** at <https://business.landsend.com/store/hatzbiplane/> See below.
- 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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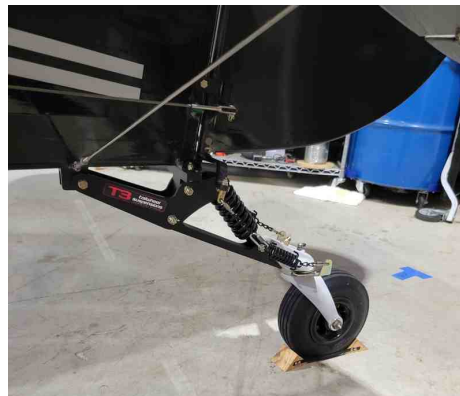
Hatz CB1 Kelly-D Hatz Classic Hatz Bantam Vintage Hatz

HATZ BIPLANE ASSOCIATION

MEMBER SHOPS & EVENTS



HBA member **AC Hutson** of Vaughn, GA sent us this stunning photo of his Hatz with explanation: "Yes, Ron Alexander was a dear friend and neighbor of ours. My wife and I just finished as directors of the Youth program he founded down in Williamson. We are at Brook Bridge Aerodrome — 8GA9. My Hatz is a CB-1 with a Rotec engine. I finished it in 2018 and took it to OSH in 2019. It has been in the newsletter in the past so doesn't have to go in again so soon—thanks for asking though!" Sorry AC, this lovely Hatz deserves to be shown again to all us builders, as a source of inspiration.



As mentioned in the May newsletter, HBA member **Steve Miller** of Naperville, Illinois is improving his Hatz with components from ACME Aero Suspensions of Mooresville, North Carolina (acmeaerofab.com). These include the company's landing gear suspensions, which "contain a separated air over oil design and a tuned damping piston to control the oscillations of the spring during aircraft taxi, takeoff, and landing." Steve has also added a new tailwheel from T3 Suspension, made and distributed by Airframes Alaska (airframesalaska.com)

2021 EVENTS

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 flsynf.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 1-6, Antique Airplane Association Homecoming & Fly-In, Antique Airfield (IA27), Blakesburg, IA, USA, antiqueairfieldia27.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.

Flying Wires by Kent Misegades Hatz Biplane Association

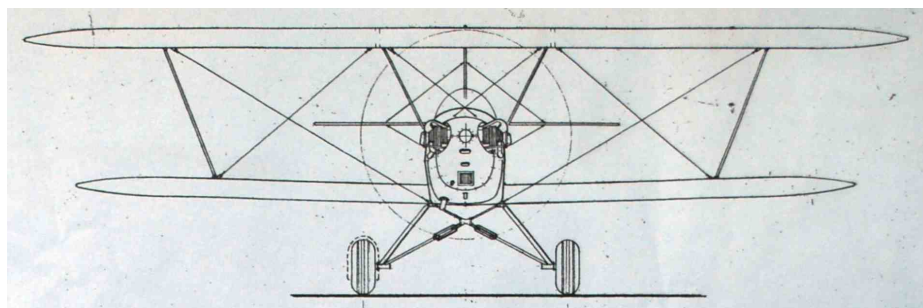


It was the mention of the sale of Les Clanton's CB-1 project last month that brought my attention to the subject of flying wires. After sending details on the project to HBA Secretary (and master builder) Rick Shultz for comment, he responded that "it would be worth a lot more if the flying wires were included."

Although the need for these for my own CB-1 project are far off in the future yet, Rick's comments aroused the little devil in my ear that occasionally whispers "See what you have gotten yourself into again, Kent? What are *those* going to cost?!" I told Diablo to shut up and began some research into the topic, knowing that HBA members are a wonderful source of information on obtaining the correct flux capacitors not made from unaffordium.

My first Go-To Guy was Rick Shultz, who commented: "Well, Steen Aerolab is the only US dealer that supplies Bruntons brand that are made in Scotland I believe. They are an old supplier and have been around almost as long as the airplane itself. Bruntons will not sell direct. A person has to go through Steen."

"With that said, Steen is very good to work with. I managed to get nine of us on a group order and Steen worked with all of us very well. Other Hatz group order folks had a similar experience. Steen is very good. The price



The flying wires used on the Hatz are clearly seen in this detail from the CB-1 plans.

discount for orders of five ship sets and up is very substantial. You would have to contact Steen for specific prices as they change. I know I got like a \$2k discount by buying in a group discount senerio over buying just one set on my own."

"There is one other manufacturer that is located in New Zealand. They have not been in business that long. I think they supplied wires for experimental only and the price was not that much cheaper from what I heard. I went with Bruntons via Steen because of the known quality history of the company."

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Laminated Leading Edge
Canopies
Motor Mounts
Wing Kits & Wing Jigs
Three-Section Wings
Piloti Shoes
VedaloHD Sunglasses

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Flying Wires by Kent Misegades Hatz Biplane Association

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Below: Russ Ward of Vintage Aero in New Zealand sent this picture to show how he ships flying wires to prevent damage. These were made for a Focke-Wulf Fw 44 Stieglitz.



streamline wires, tie rods and even arrester ropes used for emergency landing of military aircrafts." [Scotch spelling, not mine! ed]

Located in Musselburgh, East Lothian, Scotland, Bruntons' flying wires are sold in the United States through Steen Aero Lab of Palm Bay, Florida, producer of parts for the classic Steen Skybolt, Pitts and Knight Twister biplanes. While attending Sun 'n Fun I visited Steen's expansive booth and was impressed by their friendly, knowledgeable people. I would not hesitate to do business with them.

Americans love choice in what they buy however, so I decided to see whom else could offer flying wires. A quick online search yielded a web site with a promising name, flyingwires.com, which describes its purpose as "Stainless Steel Flying Wires available at 1994 prices, while

supplies last." In reality, the company is selling off the inventory from a previous flying wire manufacturer called MacWhyte of Kenosha, Wisconsin. I contacted the owner, Gary Routh, who said they had sold off most of the Hatz inventory but might still have a few things left. He recommended contacting Steen, but also mentioned knowledge of a new US maker of flying wires that is preparing to go public. Gary added "I believe they are going about it in a very accurate way." I have not yet been able to obtain information on that company, but it is an interesting development that will hopefully yield good results soon.

Gary and Rick mentioned the source in New Zealand, which was easy to find: Russ Ward of Vintage Aero, who also goes by the name Old School Aero. Their web site is www.vintageaero.com, however

it is sometimes down. Russ, who lived and worked in the US from 1980-2005, says the best way to reach him is by email at russward@hotmail.com and he will try to respond quickly, which he did when I contacted him.

My final attempt at learning more about flying wire suppliers led me to distinguished vintage aircraft restoration expert **Jim Wilson** of Cross, South Carolina, known by many in the Southeast through the newsletters he writes for the Vintage Aircraft Association Chapter 3, one of the oldest and most active in the nation. (Jim and his restoration buddies from VAA3 will be out in force at Triple Tree again this September).

Jim said he too relies on Steen to get his wires from Bunton, but contributed the guidelines reprinted on the next two pages from the Bücker Jungmann club dated February 1979. These describe how to determine the correct tension on the various wires around a biplane like the Jungmann, or Hatz for that matter. If you attend Triple Tree this year, thank Jim Wilson for this - you will usually find him near his nice creme-colored Cabin Waco.

I hope you learned a bit more about flying wires through these paragraphs - I sure did!

Kent Misegades

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Bücker Jungmann

Aero C 104

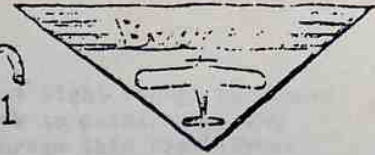
C.A.S.A. 1.131E

Dornier-Bü 131B

K9W1

Ki-86A

Tatra T-131



Newsletter #4, February 1979

Tip of the hat this month to Earl Hickman, who has operated a Jungmann for many years. To set wire tension he uses the following formula;

$$F = \frac{LDT}{L}$$

where F= force needed to deflect wire
D= amount of deflection
T= tension
L= length of wire

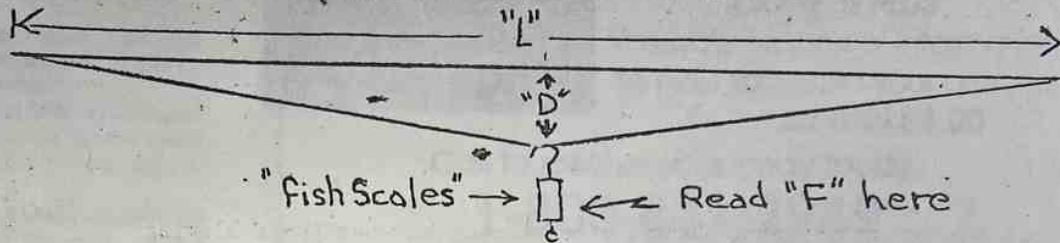
The equation is only correct for small angles, so amounts of deflection should be kept small. Also, large amounts of deflection can damage the airframe, so for this reason tensiometers made for larger airplanes such as the Stearman should not be used on the Jungmann. Bearing this in mind we will use 3/4 " deflection for the flyin and landing wires, 1/2 " deflection for the interplane strut wires, and 1/4 " deflection for the cabane and tail wires. Deflection should be made in the middle of the wire, obviously. Any suitable spring scale can be used, if you are a fisherman you've probably got one in your tacklebox. Using tension figures in the middle of the range reported in the last issue, and the lengths pin center to pin center below, we come up with the following:

	L	T	D	F optimum	F max
flyin wire, f.	90 3/4 in.	550 lbs.	3/4 in	18.18 lbs.	21.8 lbs.
r.	92 in.	550 lbs.	3/4 in	17.93 lbs.	21.5 lbs.
landing wire, f.	82 3/4 in.	550 lbs.	3/4 in	19.93 lbs.	23.92 lbs.
r.	78 7/8 in.	550 lbs.	3/4 in.	20.91 lbs.	25.1 lbs.
Interplane, f.t., r.l.	51 1/4	440 lbs.	1/2 in.	17.17 lbs.	21.4 lbs.
f.t., r.t.	41 3/4	220 lbs.	1/2 in.	10.53 lbs.	15.8 lbs.
Cabane, f.	42 in approx	440 lbs.	1/4 in.	10.47 lbs.	13.0 lbs.
r.	26 1/4 in.	440 lbs.	1/4 in.	16.76 lbs.	20.9 lbs.
tail, upper	28 1/4 in.	440 lbs.	1/4 in.	15.57 lbs.	19.46 lbs.
lower	26 in.	440 lbs.	1/4 in.	16.92 lbs.	21.15 lbs.

~~Also, there was a reference to a tensiometer in Newsletter #2 that contains the error.~~ Once we got the values corrected, we found that the procedure worked very well. We used a Zebco De-Liar fish scale, 0 to 30 lb. range, checked for accuracy. Cost about \$2.50.

I'll leave it to you to round off the force ("F") values and convert to ounces as necessary. It is hard to divorce tensioning the wires from the rigging procedures, so you will probably need to check the rigging as you tighten the wires. Remember that it is better to have the wires too loose than too tight. Each wire terminal has a check hole in it: insert a piece of safety wire to insure that you have enough threads engaged after tightening the wire.

Aileron wires (length 48 inches) should be just tight enough to remove slack between the ailerons. This will seem too slack to passers-by, who will invariably want to test them for you. To discourage this Frank Price coats his with black grease.



We've had some inquiries about symmetric airfoil section modifications for the Jungmann. We know that the Swiss "Lerche" aircraft had round wings, and that Frank Price built a set of symmetric wings for his Jungmeister. Doug Warren of Big Spring, Texas, is building a set for his second Jungmann.

Hal McClain (World inside and outside loop record holder) reports that he used acetone to remove paint and dope undercoat from his Spanish Jungmann without damage to the fabric. He is in the market for a set of Cleveland wheels for his airplane.

With the exception of one cracked aileron spar, we have heard nothing but good reports about the wood in the Spanish airplanes. We would very much like to hear from anyone whose experience has been otherwise.

Doug Warren is making inquiries on a quantity purchase of complete sets of Jungmann wires. Thus far there are six people in on it. Interested parties should contact Mr. Warren.

Joel Qualls, of Pheonix, is still looking for a BU 181 Bestmann. After forty years of flying open cockpit airplanes he has decided that it's time for him to seek some creature comforts. Because of his extensive background in Bucker aircraft he felt that the Bestmann would be the logical choice. The 181, which is the granddaddy of the Zlin family, is supposed to exist in some quantity in Europe, though I recently read that only two are currently licensed in Germany, and one of those is being exported to Sweden. Any leads on the location of such an airplane would be appreciated.

Got a nice letter and large packet of information from Bruce Kemper, who has owned or imported 10 or so Bickers since 1966. He reports increasing problems with the FAA obtaining licensing. We know that the word has come down from on high to tighten up Experimental Exhibition Airworthiness Certificates. It is highly ironic that the same agency that certified the Piper Tomahawk (which must have set some sort of record for AD accumulation, including one issued because the control wheels were falling off) would have trouble envisioning a Bucker as safe for flight. It is an unfortunate sign of the times that we better start thinking about developing a strategy for dealing with licensing problems.

Included in Mr. Kemper's information were some Swiss rigging diagrams, which confirmed the rigging information included in the last issue. The only difference we noticed was a horizontal stabilizer angle of incidence figure of approx.

Rigging a Hatz by Kent Misegades Hatz Biplane Association



On May 25th, **Bob Mott** of Yaphank, NY (the only HBA member on Long Island), who is a REAL newsletter editor for the Historic Bayport Aerodrome Society, sent a few comments on the May newsletter which included this one: "If your looking for ideas I would love to see an article on rigging a Hatz, or re-rigging one to fly straight."

That almost sounded like a plea, and could not wait for the next issue of this newsletter. While I have not yet rigged an actual airplane, experience from model planes and tired old rental aircraft in years past are a reminder how important correct rigging can be. So I sent out an email blast to the membership and asked for suggestions. The first responses were from two other members, **Joseph Rosenthal** and **John Ebensperger**, who expressed a similar interest in such information.

Matthew 7:7 tells us "Ask, and it will be given to you; seek, and you will find; knock, and it will be opened to you." That sure applies to our great organization! What followed was a rapid succession of good suggestions, guidelines and documents from a number of people who have significant experience in rigging. Their comments appear below, and I have placed their documents on the HBA archive on my business site, www.aerosouth.net/hba.



Joseph Rosenthal's lovely Hatz CB-1, N5393K, based in Ophelia, VA at the Ophelia-Federhardt airfield (VA99).

AC Hutson - I have some experience rigging biplanes. I was taught by a fellow who's job at Boeing was rigging Stearmans. It's one of those skills that is better learned hands on. Happy to help if I can or can answer any questions.

Alvin Sager - See the attached 1963 document from Bob Whittier entitled "The Fine Old Art Of Rigging A Biplane". I copied this years ago. It can probably be edited to be specific to the Hatz.

Dale Severs (A&P / IA) - One of the more common issues is when the cabanes are built there is a difference between the cord like and the bottom flat of the wing. So that is an important detail to pay attention to during construction to get it right. Also, DO NOT use the clevis fork adjustments on the cabane to attempt to change the angle of attack in the center section after it was built, even if it's wrong.

This will result in a cracked center section spar. (I have seen this happen) This is not the place to be making angle of attack adjustments.

Level the plane and set everything square and plumb out from the center section and the lower wing attachments. Set the dihedral the same on both sides. Set the flying / drag wires with a reasonable amount of tension. (tight so it takes at least a few pounds of force to move them an inch or so, but not so tight that they over-stress the structure under 0 g loads.

Set the ailerons to be the same and in alignment with the wing trailing edges both upper and lower. (Make certain the aileron connection tubes CANNOT get over center locked!) Use a digital level to verify adequate control surface travel stop to stop. Set the control cable so the stick is in the middle at neutral aileron position.

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Rigging a Hatz **by Kent Misegades** **Hatz Biplane Association**

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Set the aileron control cable tension to a reasonable value. If it feels too tight it probably is more than 40 LBS and if it feels too loose it is probably less than 40 lbs. Too tight pulls on structure and causes stiff feeling control. Too loose, it is sloppy and at risk of sagging / rubbing on structure.

Temporarily attach the javelins then fly it for ten or so hours. Reassess the cable tension and the flying / landing wire tensions. Re-tension flying / landing wires as appropriate AFTER any left or right roll is resolved by adjusting the outer wing struts to induce slight wing twist as needed to get to hands off flight. Re-adjust ailerons to neutral on all wings then aileron cable tension.

Fly the plane and closely monitor any changes in flying/landing wire tensions to detect wing spar / attachment failures in process. If things lost significant tension FIND OUT WHY. *[Flying with loose wire tension can have catastrophic consequences. Ed]*

Also, many people fail to leave a gap between the upper longerons at the tail post to clear the elevator horn. That's a common reconstruction issue. When the wings are built to drawings some ribs interfere with the cables and will need modifications after assembly to achieve clearance.

Review the available structural analysis data before performing aerobatics in any HATZ platform, especially with passengers.

Rob Lynn - I have rigged my Hatz twice without the covering to make sure it is close. However, I am not an expert. Regarding rigging information I have two suggestions:

EAA Sport Aviation February and March issues 1963 have an article by Bob Whittier on rigging biplanes. It is very thorough and well written. Another source that I like is an aircraft maintenance text from 1940. Daniel Brimm and Harold Boggess "Aircraft Maintenance" pages 435 - 441 is also very detailed about rigging a biplane. I got my copy from a family friend who trained as a mechanic in WW 2, but I did find the companion volume on Engine Maintenance several years ago at a site ABEBooks.com.

ABE Books is a centralized book seller that has contacts with rare book stores all over the world. So, might be able to find it there. It is a very valuable source for those of us building the "old" way. I actually found splicing specifications for wood leading edge stock that is not in AC 43.13.

One might also consult the Stearman "Erection Manual." Yes, apparently rigging a Stearman is considered an erection. Not sure where to go with that, so I will let it lay. The Stearman folks sell the erection manual for rigging their bipes.



A proper article on rigging will be very long and involved - I don't think a few words or sentences will cover it. The most important part of rigging is getting the center section perfect. It has to be plumb, true, and with the correct incidence. If the center section is right, the rest will go smoothly - well, most of the time anyway.

Ryan Newell - I wrote up a document entitled "Rigging Instructions for Newell Hatz CB-1 N705SR", that I am happy to share with others.

Kent Misegades - If ever there was an ideal beginner's manual for building an airplane like a Hatz, it would be "How to Build the Acro Sport" from Paul H. Poberezny, which constitutes a large portion of the manual "The Techniques of Aircraft Building", originally published by Acro Sport, Inc. of Hales Corner, WI. It is available through the EAA's bookstore. I think I picked up my copy during AirVenture some years ago when my son and I were close to a decision on building an Acro Sport - just before we spotted a gorgeous Hatz! Pages 69-71 ("Rigging") of this manual provide guidelines similar to others mentioned here.

Thanks to everyone who responded quickly with all this great information. Find the documents at aerosouth.net/hba.

Kent Misegades

Hatz over America

by Rich "IKE" McCann

Hatz Biplane Association

In the May, 2021 issue, Ike McCann described his flight over the Grand Canyon, a "warmup" for his relocation from Las Vegas to Fredericksburg, VA. In the following, Ike shares his thoughts and images on flying a Hatz across the country, in the form of a Q&A with the editor.

This was the big show. As I'm sure you saw on the FB group page, I made the 1900+ nm journey east from Las Vegas to Virginia last week. Heck of a long way to go in a Hatz but she did lovely.

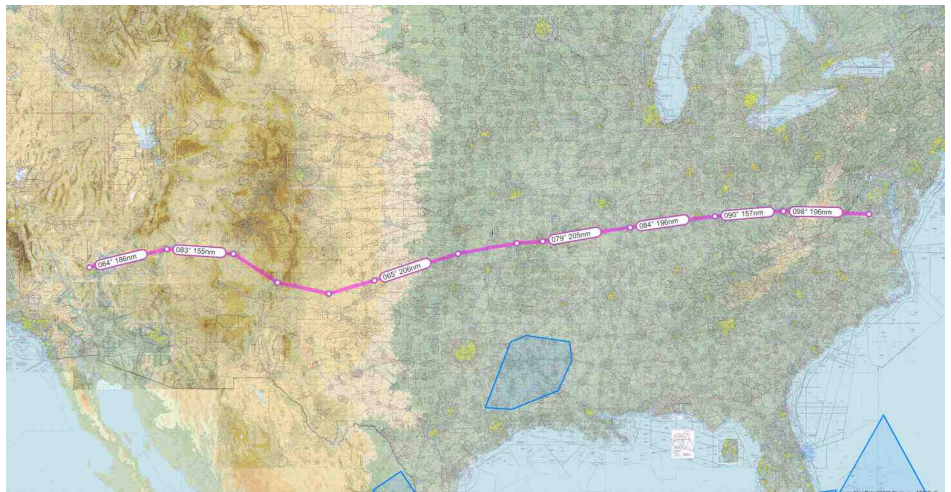
Original builder, first flight, powerplant, how long you've owned it. Martin Schmunk, 1980, Lycoming O-320 (150 hp), owned since .

What you do for a living, other planes you fly, where you are based now so we can see the plane. Major in the USAF, I am a combat rescue helicopter pilot (HH-60G Pavehawk), don't fly much else besides the helo and Hatz, now based at KEZF, Shannon Airport in VA.

How you prepared the plane and yourself for the flight. Flight planned for several months, focused on terrain altitudes and fields within fuel range factoring no more than 2+30 flight time 0 wind. I flew 1-2 days a month for a couple months prior including a confidence flight to Page, AZ which was over the first leg of the trip. I also updated my survival kit, replaced batteries and bought a



Ike's 1900+nm route from Vegas to Fredericksburg, VA included stops at KVG, KPGA, KFMN, KSAF, KTCC, KBGD, KBKN, KJLN, 3DW, KMWA, KFFT, KCRW, and KEZF. Two-hour legs were typical.



PLB to carry along. I called all my planned stops well in advance and got data on fuel, food available or crew cars, hangar space, fees, etc... and wrote all that on paper kneeboard NAVLOGs. It was really helpful to have, especially the phone #'s so I could call each day and confirm or update things.

What you took along for luggage and other gear, tools, spare parts, etc. I had just a single large Osprey backpack, designed for hiking/camping with all my clothes and such strapped into the front cockpit. I also had a small CamelBak with 3L of water and additional survival equipment clipped into the front seat as well. In the storage box I took a toolkit (including a spare, solid tailwheel in case my pneumatic got a flat, which it did), 2 qts oil, plugs and my cockpit cover (in case hangar space wasn't available at a stop). Because I have

nomex flight suits from work I distributed the rest of my survival gear (PLB, signal mirror, fire starter, medical kit, water flask, etc...) into a flight suit and my leather jacket pockets. Given I'm a rescue pilot by trade, rule #1 is if it isn't on you when you get out, you aren't likely to have it. So I made sure I had water, medical supplies, and ways to signal for help on me at all times. Especially given I would be a long way from nowhere at lower AGL altitudes often.

Fuel burn and oil use during the flight. Burned about 7 GPH, total about 174 gallons. Burned through 2 quarts of oil as well.

How many stops, how many total hours, typical leg duration, weather issues. 12 Stops, 24 hours, typical leg was 2+00 but

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Hatz over America

by Rich "IKE" McCann
Hatz Biplane Association

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with a few at 2+30. I had to delay 2 extra days leaving Las Vegas due to extremely high winds throughout AZ and NM, especially in Santa Fe. As it was I landed in 20G30 at KSAF. I had to delay another day once I made TX due to IFR ceilings across all of OK and southern MO as well. I had a late takeoff on my 3rd day to let ceilings to lift across OK, which they did but only just enough for me to get under VFR. Once in MO I had to press east quickly to stay ahead of strong thunderstorms and then again on my last leg to get in ahead of low clouds and rain. But in general I had great flying weather on the days I went.

Reaction from people who saw you and the plane along the way. All positive, some astonished. She is a pretty plane and everyone admired her for

sure. Had more than a few folks amazed that she is fabric covered, at least 2 who'd never seen a biplane before, and one who serious asked if she was from WWI. It was real fun!

What did you learn from this adventure? Be prudent and ensure you have options but be confident in your abilities. Several times I was concerned about winds or ceilings and things turned out to be just fine. Also, 2+00 is about as much time as my butt can handle in a leg. After that it's just painful.

Any problems with the plane, seating, engine, or things you'd change before the next long cross-country? Only one SNAFU was my Matco tailwheel going flat on my first stop but that's why I brought the solid puck spare. It was an easy change and definitely worth having along. Other than that not really.

What you'd advise others, ie "Before you do what I just did, I recommend you to:" Plan for



the cold. I had leather jacket and scarf as well as light gloves and I was still really cold a lot. Even in May. Be ready to bundle up above 3000 MSL regardless. Use caution and care when fueling at various fields, many airfields didn't have steps or ladders really high enough and a couple nozzles stuck resulting in some fuel spillage. I called all the fields ahead of time and confirmed they had fuel and checked on available overnight hangar space. It is well worth your time to know who has space so you know where to overnight and where to press off of. Several nights had strong winds and storms after I landed, including some hail so having fields with hangars available was a huge relief.

Rich "IKE" McCann
Hatz CB-1 N22849



Pictures along Ike's route, clockwise from above: Monument Valley, AZ/UT; Lake Meredith, Borger, TX; Finally east of the mighty Mississippi; on the ramp at his new home base, Shannon Airport (KEFZ), Fredericksburg, VA; Ike in his office, the cockpit of an Air Force Sikorsky HH-60G Pavehawk helicopter.



HBA Member Updates

Carlo Cilliers & Dave Conrad



Congratulations to HBA member **Carlo Cilliers** of Frederick, Maryland, who made the first flight of his Hatz Classic N462HC on May 18th, 2021. Carlo reports: "First flight today! Flies straight but engine developed an oil leak so flight was cut somewhat short." The plane is powered by a nine-cylinder Rotec turning an MT prop.



Dave Conrad of Wausau, Wisconsin recently sent us some pictures of his Hatz CB-1 with a few details: "You requested I contact you about my Hatz N50DC as pictured on the Facebook group page. Background: I started it in 1983, finished it in 1993 and still enjoy flying it. I learned how to fly from John Hatz but he died before my plane was finished. I also have a Tailwind N499DC that I built. It won an outstanding workmanship award at Oshkosh a few years back. I also run a non profit group called Learn Build Fly at the Wausau Airport. (KAUW) Look that one up on Facebook when you get a chance, it's turned out to be quite a big deal."



See details on Dave's great program, "Learn, Build, Fly" at <https://learnbuildfly.org/>



Hatz Biplane Association

The Great Stuff for Sale Page



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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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HBA STORE PAGE

Scott Bell's Hatz CB-1 nearing completion of an impressive face-lift. See the July issue for more details.



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