

The Story of a Very Special "Twin Stinson"
Half Stinson - Half Langley
Pierce-Arrow, model U-2, serial number 1 - 06/10/97
by Larry Westin - Rev. C - 03/24/19 - Page 1 of 3

After viewing my Homepage, Harry Wells and I exchanged emails. Harry indicated he has a photograph of the "Twin Stinson." At first I thought he had photographed the Piper "Twin Stinson," which would later become the Piper Apache.

Harry was kind enough to send me a copy of the photograph of N6622A taken at Gundy's Airport, Owasso, Oklahoma, by Harry Wells, and I was amazed to see this was truly a different "Twin Stinson."

Actually the airplane is part Stinson and part Langley Twin. The fuselage and tail are Stinson 108 while the wing, landing gear and engines are Langley Twin.



Here is an image taken of the "Pierce-Arrow" model U-2 Twin Stinson N6622A from the rear.

The "Pierce-Arrow" model U-2 Twin Stinson N6622A from the front. Photo provided by Mike Wilburn.

Photo was taken in 1966, with 90 hp. Franklin engines. Person in the cockpit is John Pierce the guy that mated the Stinson fuselage to the Langley wings. Photo taken at the annual fly in at Fairfax Oklahoma.



The Langley is a very rare airplane indeed, only about 3 or 4 were built, although it was a Type Certificated airplane, achieving ATC number 755. Built during World War II when aluminum was very scarce, it is a laminated all wood airplane, twin engine with fixed landing gear. Imagine a small looking Twin Beech, complete with twin fins and rudders, and you have a reasonable idea of what the Langley looked like.

Sometime around 1965 the Langley was landing in Oklahoma. After touch down the brakes locked flipping the airplane over and damaging the fuselage beyond economical repair. John Pierce and Hurley Boehler had a Stinson 108 fuselage in their hangar without wings, so they decided to purchase the Langley.

Construction of the airplane occurred at Harvey Young Airport, Tulsa, Oklahoma. Several old timers including John Pierce, Hurley Boehler and Jerry Hinds participated. The name came from Hurley Boehler who said "call it a Pierce Arrow." Then Jerry Hinds, who was present, said "you two guys are crazy." From this conversation came the type (Pierce Arrow) and the model (U-2 as an abbreviation for "you two"). The airplane was licensed in the experimental category as amateur built. Truly a unique airplane, it is the only example, and is serial number 1.

The Stinson 108 fuselage had the original Franklin engine which was removed and a nose piece cover added along with a new windshield.

Examination of the FAA records for the airplane shows the approval for flight was issued on July 8, 1966. At this time the airplane was powered by the original engines installed on the Langley Twin, Franklin 90 Hp engines driving Flottorp 70KA54 fixed pitch props.

Toward the end of 1967 the engines were replaced with Lycoming O-290-D engines (115 Hp) driving Sensenich M74DM props. Later, about 1980, the airplane was re-engined, this time with Lycoming O-320 engines driving McCauley 74-64 props. Mike Wilburn tells me the rudder width was increased for better single engine flight.

FAA records show that it changed registered owners 6 times, with John Pierce being the registered owner twice. One owner is listed on some forms but apparently it was never actually registered to Joe Kennison as there is no bill of sale or registration in his name. Jerry Hinds purchased the airplane in June 1981 and he is the last registered owner on the FAA records. At the time Jerry purchased the airplane it had 551 hours flying time.

An "N" number search still shows Jerry Hinds as the current registered owner. I had the pleasure of talking with Jerry Hinds and he told me that he sold the airplane about 10 or 12 years ago (about 1986). At the time (1986) he traded the Pierce Arrow for a Swift to an individual in Aerococa, New Mexico. Apparently the new owner never actually registered the airplane.

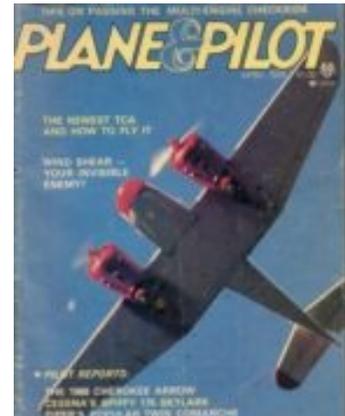
Jerry indicated the airplane flew very well, but was also very underpowered with the original Franklin 90 Hp engines. The later Lycoming engines helped a great deal to improve performance. One big draw back was the small fuel tanks of the Langley twin, only 17 gallons each. To extend the range when flying cross country Jerry often shut down one engine. As fuel drained he would then restart the engine then shutdown the other engine. Normal cruise was 150 MPH, rate of climb was 2,000 FPM, service ceiling 18,000, and single engine best rate of climb 750 FPM.



The Pierce Arrow was flown in formation with a Pitts Special, named "Foxy Lady," owned and flown by Mike, a friend of Jerry Hinds. Jerry and Mike flew the pair in airshows in addition to a Swift Jerry owned.

First my thanks to Harry Wells for bringing this unique "Stinson" to my attention. Also my thanks to Jerry Hinds for taking the time to talk with me about this very interesting airplane and Mike Wilburn for the bottom photo on page 1 plus additional information. Also my thanks to Vanessa Hawkins at the FAA Aircraft Registration Branch for sending me the aircrafts records.

Finally if you have old copies of aviation magazines, this airplane appeared on the April 1974 cover of Plane and Pilot magazine.



The last information I had was the airplane was owned by Jimi Genzling of New Mexico. At this time I don't have current contact information for Mr. Genzling, who uses the "Desert Eagle" user ID. Last time we talked there was some talk of converting the airplane back to a standard Stinson 108. I don't know if the airplane was converted back, or if it was restored to the Pierce-Arrow model U-2.

If anyone viewing this page is aware of the current status of this airplane please contact me at:

Postal Address
Larry Westin
21721 Verde St
Tehachapi, California
U.S.A. 93561

E-Mail
Larry Westin
westin@westin553.net