



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers
Experimental Aircraft Association
Chapter 1093 Midland, MI

October 2010



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Calendar of events

- Regular membership meeting
 - October 7th, 7 PM
- Young Eagles
 - October 9th, 9-12 AM
- Board meeting
 - October 21st, 5:30 PM

New Chapter members

Chapter 1093 is pleased to welcome Mike Mathis and Dan Graiver.

Dan was previously a chapter member and has been a regular around Barstow for many years. He was a founding member of *TAS RAM*, a Cherokee 160 flying club based at Barstow. The club was formed in 1979.

Mikes story is below:

Please Don't Wake Me Up....!"

One of our EAA Chapter members, Mike Mathis, can't believe that he's looking at his 'dream' in a hangar at Barstow – it's a beautiful 1948 Stinson 108-3 'Stationwagon'.

Many things led to this dream becoming a reality: was it his Father having been a P-38 pilot in WWII, Mike's Vietnam duty, his Helicopter ratings, his A & P license, or just a love of the Stinson? Mike does acknowledge that in 1985 he started keeping all of his magazine articles on the Stinson...for whatever reason??

As he gazes at his crimson and lemonwood painted plane, N6255M, he feels a 'kinship' with its journey to him. The original Stinson Aircraft Company was founded in Dayton, Ohio, by aviator Edward "Eddie" Stinson but after 5 years moved in 1925 to the present site of the Michigan Wayne County Airport. After WWII many thought that everyone would have a 'plane in the garage' so this 108-3 was conceived to meet this demand – the back seats could be removed to accommodate over 600 pounds of luggage. It was a very 'docile' airplane with its leading edge slats to dampen any stall that the plane might enter into so would be easy for many to fly. There were 5,260 of this model built by Stinson and when they sold the type certificate to Piper in 1948, approximately 325 of these planes were

unsold and became known as the Piper-Stinson line.

Mike's plane has a Franklin 165 HP 6 cylinder engine which is very smooth running and cruises at 120 mph. The total time on the frame is 2400 hours with fewer than 300 hours since the last overhaul. The original plane was all fabric but presently is metal except for fabric wings. The owner in 1989 had flown it to Oshkosh hoping to take the 'Stinson' prize but was sorely disappointed when he found out his plane could never compete against 'original equipment' – his also had a new instrument panel as well as the new paint job. The owner was so 'mad' he sold the plane on the spot!



The plane found its way to Mike through an advertisement in the *Barnstormers*

(which Mike had been checking regularly). Even though Mike had just gotten back from Texas where he had just checked out another Stinson, when he saw the specs for this plane he got back on a commercial flight the next day to San Antonio to check out N6255M. Mike left the owner with an 'I'll have to think about it' but it didn't take him long to agree with fellow EAA member Dave Schmelzer's 'Why not?'

On August 12 Mike and Dave were on a commercial flight to San Antonio then a drive to Boerne Field to fly the Stinson back to Midland's Jack Barstow Airport. Dave went up with an instructor for a few ups and downs, papers were signed, and the plane was fueled and was quickly headed northward. The first stop was Temple, Texas, barely 100 miles away but Mike wanted to double-check this plane that he had just purchased. Satisfied, they took off

(Cont)

(Please Don't Wake Me Up....!)" Cont)

again and an hour and a half later they landed at 8 PM in 108 degree heat at Henderson, Texas, and welcomed the air conditioned motel. Up early the next day – which happened to have been Mike's birthday – the next stop was Little Rock, Arkansas. Mike had the controls most of the way but Dave did the take-offs and landings. Pinkneyvill, IL, was next on the route, followed by Montecelo, IN – far from the city but somehow they got pizza delivered to them at the airport before they took off for the final leg. Beating a storm they landed at the Barstow Airport at 7:40 PM that night.

Mike is presently taking flying lessons from Pat Sisco. Even though Mike has his 1981 commercial and CFI ratings in a Rotorcraft he admits that it's like 'starting over'. These ratings were obtained at the Greeley, Colorado, flight school in one year; Mike also has his A & P license from the Lansing Community College – quite a talented guy! I would encourage any of you reading this article to be sure to ask Mike about his interesting helicopter job flying off a tuna fishing boat in the Pacific Ocean off the coast of Mexico.

Mike's fantasy dream is now a reality and he quietly admits that sometimes he just goes to his hangar and gazes at his Stinson so that he won't wake up from this dream!

Fantastic Breakfast!

An excerpt from Tom's letter says it best:

“Volunteers, Members and Friends of EAA 1093:

Today we got our money the old fashioned way, we earned it! Another job well done! It's likely we served about 375 adults and 142 children. That is 517 people total, well exceeding our goal of 500.

Some special mention:

- Janine's idea to commemorate 9/11 with aprons, decorations and a moment of silence. JoEllen, the decorations really added a nice touch.
- Helicopter visit by Covenant hospital. I can't remember who got them to volunteer, but it is appreciated.
- The young high school volunteers pitching in where needed. Today with the large crowd the seasoned volunteers were getting fatigued and it was especially nice to have your help!
- Walt Charter. Bringing those extra tables and chairs allowing us to expand our seating capacity without the added expense.

Lots of laughter, hard work, and fantastic community good will were generated! Special thanks to you the volunteers that made this happen.”

Tom Tolton

Who knew?

If you left the Midland Barstow Airport in your plane on a heading of 076 degrees and landed 158 nautical miles later where would you be?

Here is the unique terminal building that you



would see as you land at Billy Bishop Airport, (CYOS) at Owen Sound, Canada.

I was recently on a driving tour of this area and was so intrigued by this unique building that I stopped and took these photographs – then the embarrassing question: “Who was Billy Bishop?”



He was born in Owen Sound, Canada, and became the most famous of all Allied aces in WWI where he was credited with forty-seven kills. King George V pinned on him the Military Cross, the Distinguished Service Order, and the Victoria Cross. He became the Commander of the first Royal Canadian Air Force where he rose to the rank of Marshal during WWII. He was one of the longest-surviving of the top WWI aces – he died on September 11, 1956. And another interesting bit of trivia, Billy Bishop was the inspiration for **Snoopy** in the comics. And yes he really did fight the Red Baron!

Story by Dot Hornsby



Safety Corner-John Sorg

Were all taught even before our very first lesson, the importance of a thorough pre-flight inspection. No arguments here. Want to do even better? Clean that plane! Cleaning has got to be at the bottom of the list of things any pilot wants to do, but it gives you more time to look the plane over without the pressure to get in the air.

You would think that after flying my experimental for several years and hundreds of pre-flights there shouldn't be anything missed. Only when cleaning did I find some *interesting* things that needed correcting. After all, we check our airplane to keep us safe.

So pick one of those stormy Michigan days to clean out the nooks and crannies of your bird. You might be surprised what you find, I did.

From the Flight Surgeon

September is here and fall is just a few weeks away. Along with it will be the beginnings of the flu season. The Center for Disease Control recommends that anyone over 6 months old receive the seasonal flu shot. This helps protect against potentially deadly consequences of flu. The H1N1 vaccine will be included in this year's seasonal shot so only one poke will be needed! It is always a good idea to wait 8-12 hours between vaccination and flying aircraft to protect against possible adverse reaction to the shot. Fly healthy and safe!

Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon USAFR
www.OK2FLY.com

Classifieds.

Please submit your ads by the 24th of each month. You can reach me at:
johnsorg@charter.net or 835-7796.

Reoccurring chapter events

- First Thursday of each month is the regular membership meeting at 7pm.
- Second Saturday of each month is Young Eagles flights starting at 9pm.

About our chapter

The Midland Chapter 1093 was organized in 1995 and presently has approximately 80 members. As a chapter, we support homebuilding, aviation in general and, a special emphasis on aviation education.

Officers

President	JT Rairigh	989-513-2841
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Bldg. Manager	Bob Harrington	989-496-3887
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Find us on the web:

<http://eaa1093.org/index.htm>

John Sorg

1093 Newsletter editor