

STINSON PRODUCTION NOTES 1920-1948

Compiled by John Underwood

In 1967, the writer completed a biographical recount of the life and times of the flying Stinsons* - Katherine, Marjorie, Eddie and Jack. Approximately half the book was devoted to the aircraft that continued to enhance the family name long after the Stinsons themselves had left the scene. From 1926 until the end of 1948, the Stinson company, a division of Consolidated Vultee in its final years, produced some 13,000 aircraft in 30 basic models.

Since the original research, a good deal of production information has come to light. This information is considered historically important and, since it was gleaned entirely through the efforts of fellow AAHS members - Bill Larkins, Gordon S. Williams, William F. Yeager, Emil Strasser, Mitch Mayborn, Walt Jefferies and Joe Juptner, to name a few contributors — the Journal is deemed to be the proper place for its publication.

**THE STINSONS* (Heritage Press, 1968).



DETROITER (4/5PCLB, 200-hp Wright J4B). First Detroit-built Stinson; designed by E.A. Stinson with engineering by Prof. Peter Altman. Reputedly first cabin plane with brakes and starter. Initially tested January 1926.



SB-1 DETROITER (5PCL/SB, 200-hp Wright J4B or 220-hp J5C). Developed from preceding aircraft; 1926-27 production 26 built: s/n 1 thru 5, 10, 30, 70, 80, 90, 102 thru 117 and 201-B. First production model by Stinson. Retroactive certification under ATC 24. Users: Northwest Airways (3), Wayco Air Service (3), Patrician Airways Ltd (3), Florida Airways (2).



SM-1 DETROITER (6PCLM, 220-hp Wright J5C). Designed by W.C. Naylor to E.A. Stinson's requirements; prototype first flown April 1927. 1927-28 production under ATC 16.
SM-1B Same as SM-1 except for minor changes, revised landing gear; 1928 production under ATC 2-24. Total 75 built; s/n 200 thru 205, 205A, 206 thru 273.



SM-1DA DETROITER (6PCLM, 220-hp Wright J5C). Same as SM-1 except for minor changes. 1928 production; 5 built under ATC 74: s/n 300, 302, 304 thru 306.

SM-1DB Same as SM-1DA except for minor changes. 1 built under ATC 76: s/n 301.

SM-1DC (2PCLM, 220-hp Wright J4B). Cargo variant built under ATC 77; 1 only: s/n 307.

SM-1DD Same as SM-1DC with minor revisions; 1 built under ATC 78: s/n 308.

SM-1DX (3PCLM, 225-hp Packard DR980 diesel). 1 built under ATC 2-228 (1929): s/n 303.



SM-1D-300 (6PCLM, 300-hp Wright R975A). No production; s/n 300 thru 307 eligible for factory conversion under TC 2-60.



SM-1F DETROITER (6PCLM, 300-hp Wright R975A). 1929 production; last SM-1 variant. Built under ATC 136.

SM-1FS Float version built under ATC 212. Total 26 built: s/n 500 thru 525.



SM-2 JUNIOR (3/4PCLM, 110-hp Warner Scarab). Designed by W.C. Naylor for 1928 production. 42 built under ATC 48: s/n 1001 thru 1045.

SM-2K (3PCLM, 100-hp Kinner K5). ATC 2-136: s/n 1029, 1033 and 1037



SM-2AA JUNIOR (4PCL, 175-hp Wright R540). 1929 production; 25 built under ATC 145: s/n range 1046 thru 1126.

SM-2AB (4PCLM, 225-hp Wright J5C). 1929 production; 35 built under ATC 161: s/n range 1046 thru 1030.

SM-2ABS Float variant licensed under ATC 2-267.

SM-2AC (4PCL/SM, 250-hp Wright R760). 1929 production; 25 built under ATC 194: s/n range 1055 thru 1129.

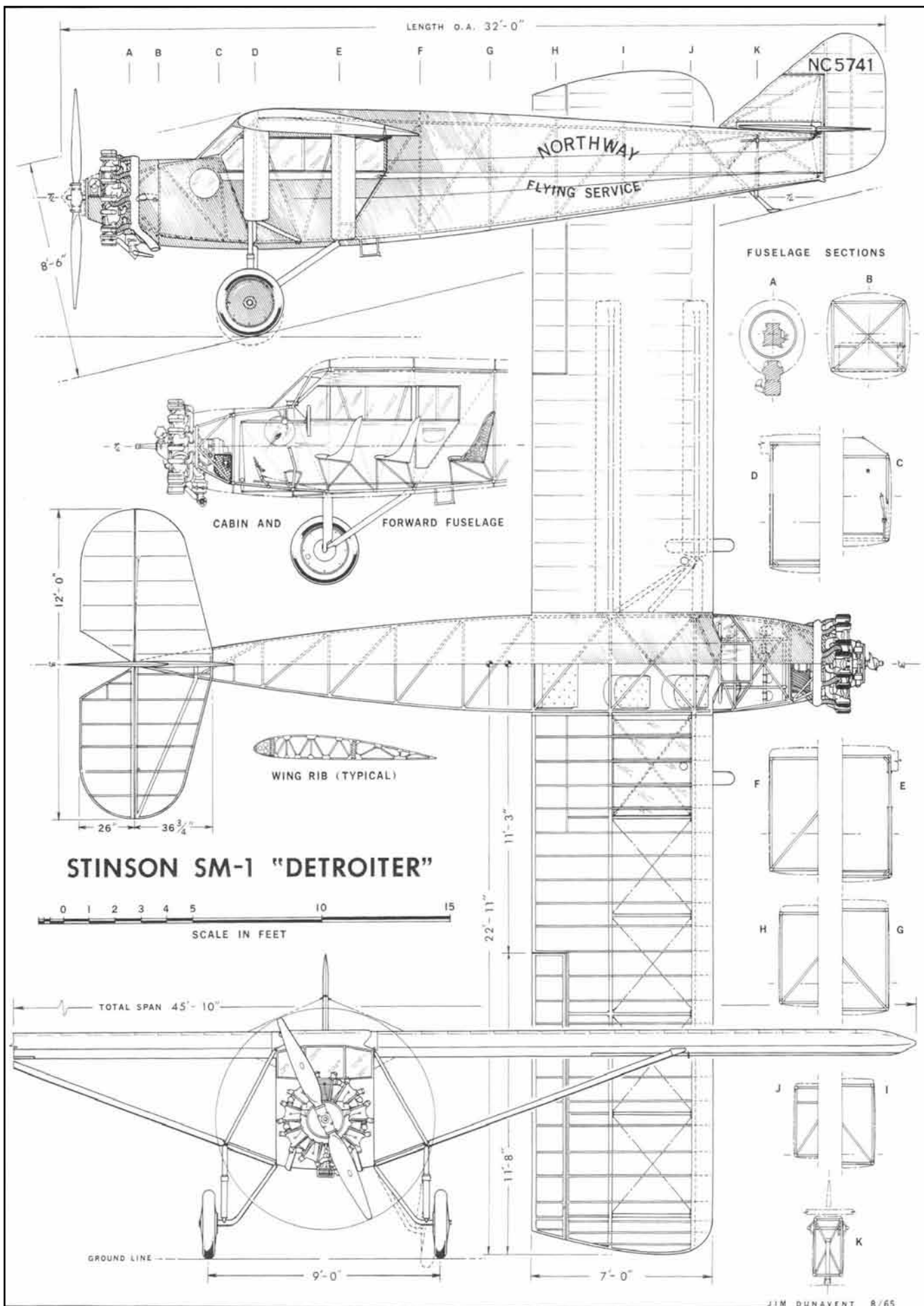


SM-3 (Unconfirmed as designation for 4PCLM, 220-hp Wright J5C). Experimental low-wing with retractable landing gear, tested briefly winter 1927-28.



SM-4 (2PCLM, 300-hp Wright R975A). "Sally Sovereign," special endurance plane with retractable landing gear developed from SM-1. s/n X-10, X9696. Unsuccessful, revised as "K of New Haven," c. 1930.

SM-5 (No information). s/n X-11, NX9625.





SM-6A WASP DETROITER (7PCLM, 420-hp P&W Wasp CI). Essentially an expanded SM-1 designed by W. C. Naylor and Kenneth M. Ronan. 2 built under ATC 2-89: s/n 2000 and 2001

SM-6B (8PCLM, 420-hp P&W Wasp CI). 1929 production under ATC 217. 11 built: s/n 2002 thru 2012. Design rights acquired by Faucett Aviation, Peru, which produced 27 SM-6 type aircraft under **Faucett-Stinson F.19** designation, 1934-46.



SM-7A JUNIOR (4PCLM, 300-hp Wright R975). Developed from SM-2 series under K.M. Ronan. 1930 production; 10 built under ATC 298; s/n 3000 thru 3008. 3011.

SM-7B (4PCLM, 300-hp P&W Wasp Jr). 5 built under ATC 329: s/n 3009, 3010, 3012 thru 3014. Two impressed for USAAC as L-12A. 1942.



SM-8A JUNIOR (4PCL/SM, 215-hp R680). Developed from SM-2 for quantity production after Cord Corporation acquisition of both Stinson and Lycoming. 1930 production; 230 built under ATC 295: s/n 4000 thru 4124, 4201 thru 4310.



SM-8B (4PCLM, 225-hp Wright R760). Same as SM-8A except for engine. 5 built under ATC 294: s/n 4010, 4204, 4206, 4210 and 4257.

SM-8D (4PCLM, 225-hp Packard RD980 Diesel). Same as SM-8A except for engine. 2 built under ATC 312: s/n 4036 and 4200.

SM-9 (4PCAmM, 215-hp R680). 1930 experimental amphibian; NX414Y s/n M-9000. Project abandoned after crash landing.



SM-6000 (11PCLM, 3 x 215-hp R680). Developed from Carman 3000 trimotor for 1930 production. 11 built under ATC 335: s/n 5004 thru 5014. Fleet users; NYC-Philadelphia-Washington Airways (Ludington) (8), Western Air Service (2), Rapid Air Lines (1).



SM-6000B. Same as SM-6000 except for minor changes. 1931 production sometimes referred to as Model T; 42 built under ATC 420: s/n 5015 thru 5056. Fleet users: Century Air Lines (12), Century Pacific Air Lines (12), Trans-American (4), NYC-Philadelphia-Washington Airways (2), Pennsylvania Airlines (4), Rapid Air Lines (1)



MODEL "A" (5PCAmM, 2 x 215-hp R680). 1931 experimental amphibian; NX11117, s/n M-7000. Project abandoned after unsatisfactory testing.



MODEL "A" (10PCLM, 245-hp R680-B6). Designed by Robert W. Ayer, acting chief engineer, to meet American Air Lines feederliner requirement. Prototype X14141, s/n 9100, first flew April 1934. 1935-36 production; 30 built under ATC 560: s/n 9101 thru 9130. Fleet users: AAL (15), Central Airline (5), Airlines of Australia (4), Delta Airlines (3). Ref. Patent Office Design No. 91,184. One aircraft impressed by USAAC as UC-91, 1942.



MODEL "B" (6PCLM, 2 x 245-hp R680-B6). Projected twin-engined executive aircraft based on Model A design. Mock-up only.

MODEL "L" (4PCLM, 225-hp R680-B6). Experimental low wing designed by Robert L. Hall; intended as SR-5 replacement. X14199, s/n unknown, tested 8-9/34. Project abandoned; registration applied to SR-5X.



MODEL "M" (4PCLM, 300-hp Wright R760). 1932 all metal executive transport. No production; NR12123, s/n 32,000, operated briefly by W.D. Gann, Scientific Service, Inc., NYC.



MODEL "O" (2POLM, 245-hp R680-B6). Designed by Robert L. Hall for training and counter-insurgency duty. Prototype NX13817, s/n 10000, sold to orchestra leader Wayne King. 1934-35 production; 11 or more built for export under ATC 520: known s/n 10001 thru 10011. Military users, Honduras (3), Brazil (2) and China (3+?).



MODEL "R" (4PCLM, 215-hp R680). Extensive redesign of SM-8/Model S by C.R. Irvine and R.W. Ayer. 1932 production; 31 built under ATC 457: s/n 8500 thru 8533. **R-2** (4PCLM, 240-hp R680-BA). 3 built under ATC 493: s/n 8500, 8512 and 8521.



R-3 (4PCLM, 240-hp R680-BA). Same as R-2 except for retractable landing gear and minor changes.

R-3S (4PCLM, 245-hp R680-6). 1933-35 production under ATC 493 and 539 respectively; 5 built: s/n 8600 thru 8604.



MODEL "S" JUNIOR. Same as SM-8A except for minor details. 1931 production; 11 built under ATC 423: s/n 8000 thru 8102, 8200 thru 8209.

MODEL "T" (Refer to SM-6000B.)



MODEL "U" (12PCLM, 3 x 240-hp R680-BA). Designed by Art Saxon as SM-6000B replacement. Prototype NC(X) 432M, s/n 9000, certificated under ATC 2-413; 1932-33 production, 20 built under ATC 484: 9001 thru 9012, 9015 thru 9023. Fleet users: AAL (16), Trans-American Airlines (1) and Iliolo-Negro Air Express (2). Experimental Model U, s/n 9013, with modified tail, destroyed in crash February 1933.



U-1 (11PCLM, 3 x 285 Wright R760E1). 1 built under ATC 2-437 for Eastern Air Transport: s/n 9014.



MODEL "W" JUNIOR (Same as SM-7 A with minor changes). 1932 production; 5 built under ATC 435: s/n 3050 thru 3054.



SR RELIANT (4PCL/SM, 215-hp R680). Redesign of Model R by C.R. Irvine. 1933 production; first of the Reliant series. 89 built under ATC 510: s/n 8700 thru 8788.

SR-1 (4PCLM, 240-hp R680-2). 2 built under ATC 513: 8900 and 8901.

SR-2 4PCLM, 240-hp R680-7. 1 built under ATC 510: s/n 8910.

SR-3 Same as SR-1 except for minor changes. 2 built under ATC 513: s/n 8921 and 8922.

SR-4 4PCLM, 250-hp Wright R760. Same as SR-1 except for engine. 2 built under ATC 519: s/n 8930 and 8931



SR-5 RELIANT SPECIAL (4PCLM, 225-hp R680-4). Essentially a refinement of the SR with flaps and minor changes. 2 built in 1934 under ATC 2-492: s/n 9200A and 9201A.

SR-5 RELIANT (4PCLM, 225-hp R680-4). 1934 production; 14 built under ATC 530: s/n range 9202A thru 9245A.

SR-5 (Special). Same as SR-5 except for minor changes. 2 built under ATC 2-494; production, if any, counted under SR-5.

SR-5A (4PCL/SM, 245-hp R680-6). Principal production model for 1934; 70 built under ATC 530: s/n range 9207A thru 9348A. Two deliveries to USN as RQ-1 (Coast Guard) and R3Q-1; two USAAC impressments as L-12, 1942.

SR-5C (4PCLM, 260-hp R680-5). 5 built under ATC 530: s/n 9303A thru 9347A.

SR-5D (4PCLM, 215-hp R680). Exported to China, s/n 9211 only.

SR-5E (4PCLM, 225-hp R680-4). Same as SR-5 except for minor changes. 1934 production; 40 built under ATC 530: s/n range 9206A thru 9349A.

SR-5F RELIANT (4PCLM, 285-hp Wright R760E). Built in 1934 under ATC 550; 2 only: s/n 9265A and 9282A.

SR-5X RELIANT III (4PCLM, 245-hp R680-B6). Engineered by C.R. Irvine and Robert Middlewood? prototype for SR-6. X14199, s/n 9400.



SR-7B RELIANT (4PCL/SM, 225-hp R680-B6). 1936 production; 47 built under ATC 594: s/n range 9651 thru 9699.

SR-7C (4PCL/SM, 260-hp R680-B5). 3 built under ATC 594: s/n 9663, 9688 and 9700.

SR-8A RELIANT (4PCLM, 225-hp R680-B4). Basically the same as SR-7 with minor changes. 1936 production; 2 built under ATC 608: s/n 9716 and 9747.



SR-6 RELIANT (4PCL/SM, 245-hp R680-B6). Last straight-wing Reliant; 1935 production. 42 built under ATC 580: s/n range 9600 thru 9650. One USAAC impressment as UC-81, 1942.

SR-6A (4PCLM, 225-hp R680-B4). 5 built under ATC 580: s/n range 9619 thru 9643.

SR-6B (4/5PCLM, 260-hp R680-B5). 4 built under ATC 580: s/n 9605, 9609, 9610 and 9639.

SR-6C (4PCLM, 240-hp R680-B2). Certification under ATC 580; no production.

SR-7A RELIANT (4PCLM, 225-hp R680-B4). SR-6 fuselage mated to new tapered monospar wing engineered by R.L. Hall and Harold Hoekstra. Certificated under ATC 594; no production.



SR-8B (5PCL/SM, 225-hp R680-B6). Principal 1936 production model; 57 built under ATC 608: s/n range 97-1 thru 9825. Four USAAC impressments as UC-81, 1942.

SR-8C (5PCL/SM, 245-hp R680-B5). 20 built under ATC 608: s/n range 9717 thru 9824. Two USAAC impressments as UC-81L.



SR-8D RELIANT (5PCL/SM, 285-hp Wright R760E1). 11 built under ATC 609: s/n range 9727 thru 9795.

SR-8E (5PCL/SM, 350-hp Wright R760E2). 35 built under ATC 609: s/n range 9704 thru 9823. One USAAC impressment as UC-81B, 1942.

SR-9A RELIANT (5PCLM, 225-hp R680-B4). Projected 1937 model, no production. Certification under ATC 621.



SR-9B RELIANT (5PCL/SM, 245-hp R680-D6). 1937 production; 35 built under ATC 621: s/n range 5100 thru 5123, 5151 thru 5173, 5300 thru 5325, 5353 thru 5365. One USAAC impressment as UC-81N, 1942.

SR-9C (5PCL/SM, 260-hp R680-D5). 65 built under ATC 640: s/n range 5101 thru 5174, 5302 thru 5373. Three impressments for USAAC as UC-81C, 1942.



SR-9D RELIANT (5PCL/SM, 285-hp Wright R760E1). 22 built under ATC 625: s/n range 5217 thru 5223S, 5250 thru 5271, 5454, 5455. One USAAC impressment as UC-81G.

SR-9E (5PCL/SM, 350-hp Wright R760E2). 43 built under ATC 625: s/n range 5200 thru 5225, 5250 thru 5269, 5450 thru 5433. Ten impressments for USAAC as UC-81J, two as UC-81G and one as UC-81M, 1942.

SR-9F RELIANT 5PCL/SM, 450-hp P&W Wasp Jr. SB or TB. 34 built under ATC 640: s/n 5700 thru 5733. Four USAAC impressments as UC-81F, 1942.

SR-10A RELIANT No record of certification.

SR-10B RELIANT (5PCLM, 245-hp R680-D6). A one-only production variant exported to England as G-AFHB, s/n 5819. ATC 678.



SR-10C RELIANT (5PCL/SM, 260-hp R680-D5). Final refinement of the civil Reliant series under project engineer Gordon Isreal. 1938 (Series 5800) and 1939-40 production (Series 5900). 46 built under ATC 678: s/n range 5803 and 5855, 5901 thru 5930. Five USAAC impressments as UC-81K, 1942.

SR-10G (G3) (5PCLM, 290-hp R680-E1). 12 built under TC 678, 1938-40: s/n range 5823 thru 5839, 5903 thru 5956. Two USAAC impressments as UC-81A, 1942.

SR-10H (5PCL/SM, 280-hp R680-E2). Certification under ATC 678, but no production.

SR-10J (J3) (5PCLM, 300-hp R680-E3). 11 built under ATC 678, 1938-41: s/n range 5801 thru 5824, 5934 thru 5952. One USAAC impressment as UC-81K, 1942.



SR-10E RELIANT (5PCLM, 350-hp Wright R670E2). 21 built under ATC 679, 1938-41: s/n range 5802 thru 5855, 5914 thru 5957. One USAAC impressment as UC-81H, 1942.

SR-10D (5PCLM, 300-hp Wright R670E1). 3 built under ATC 679, 1938-41: s/n 5843, 5917 and 5959. All exported to Brazil.

SR-10F (5PCL/SM, 440-hp P&W Wasp Jr. TB). 18 built under ATC 679, 1938-41: s/n range 5815 thru 5858, 5910 thru 5951. Eight USAAC impressments as UC-81F and one as XC-81D, 1942.

SR-10K (5PCL/SM, 450-hp Wright R975E3). Two built under ATC 679, 1939: s/n 5905 and 5906 for NYC Police.



HW-75 (3PCLM, 75-hp Continental A75-3). Progenitor of the popular Voyager series conceived by Lewis E. Reisner, W.A. Mara, Maurice A. Mills and consultant Peter Altman. Prototype NX21121, s/n 7000, first flown February 1939. 1939-40 production as Model 105. 274 built under ATC 709: s/n 7001 thru 7274.



MODEL 10 (3PCLM, 80-hp Continental A-80-6). Same as HW-75 with minor improvements. 1940 production; 260 built under ATC 709: s/n 7501 thru 7760. Six delivered to USAAC as YO-54 with 80-hp Continental O-170-1, 1941.

MODEL 10B (3PCLM, 75-hp GO-145-C). No production due to engine development delays. NC27714, s/n 7761, certificated under ATC 738, 1941.



MODEL 74. (2/3PCL/SM, 300-hp R680-9). Designed by A.P. Fontain to USAAC requirement for liaison plane equivalent to German Fieseler Fi 156 "Storch." 1940-41 production for USAAC as O-49 Vigilant, later redesignated L-1. 324 built: Army s/n 40-192 thru 40-291, 40-3101 thru 40-3142, 41-18900 thru 41-19081. Postwar certification for civil usage under TC AL-26-1, 1947.



MODEL 10A VOYAGER (3PCLM, 90-hp Franklin 4AC-199-E3). 1941-42 production; 500 built under ATC 738: s/n 7761 thru 8260. Eight delivered to USAAC as L-9A with 90-hp Franklin O-200-1, 1942; 12 USAAC impressments as L-9B, 1942-43.



MODEL 75B (2PCLM, 100-hp O-235). Army utility plane adaptation of Model 10 designed by A.P. Fontaine; L-5 progenitor. NX27711, s/n 6001, first flown June 1940.

MODEL 75C (Same airplane with 120-hp Franklin 6AC-264-F2), August 1940.



MODEL 76 (2PCLM, 190-hp O-435-C). Developed from Model 75 for Army liaison/ambulance role under project engineer A.P. Fontaine. Prototype NX27772, s/n 76-1, first flown June 1941. Delivered initially to USAAC as O-62, later redesignated L-5 Sentinel; also commonly called *Flying Jeep*. 4,202 reported built but correct figure may be 5,000 (highest known mfr s/n 76-4641). 3,608 ordered for Army: USAAC s/n 42-14789 thru 42-15072, 42-98036 thru 42-99753, 44-16703 thru 44-18202, 45-34911 thru 45-35025; 306 diverted to USN as OY-1.



V-77 (3PCLM, 280-hp R680-13). Military adaptation of SR-10J Reliant for USAAC as **AT-19** instrument trainer. Prototype first flown July 1942. 500 built; Lend-Leased to Britain, 1942-44: s/n 77-1 (USAAC 42-46640) to 77-250 (42-46889), 77-251 (43-43964) to 77-500 (43-44213). Corresponding Royal Navy numbers: FB 523 thru FB 845, FK 814 thru FK 900. 350 repatriated and as surplus under ATC 774, 1946.

V-77B (4PCLM, 450-hp P&W R985-AN6). Converted V-77 prototype evaluated by USN as light personnel transport, 1945. NX39414, s/n 77-501, only.



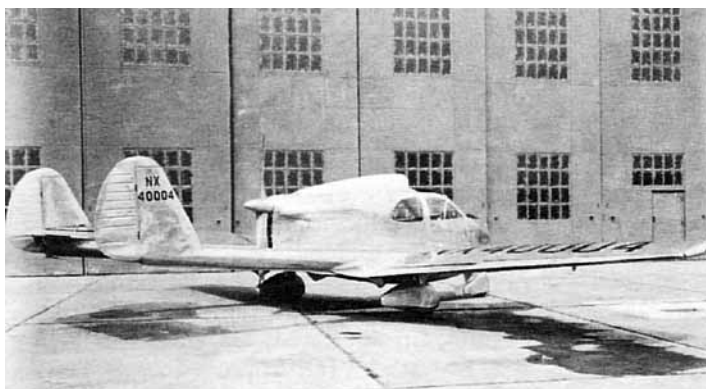
OY-1: USMC s/n 02747 thru 02788, 03862 thru 04020, 60460 thru 60507, 75159 thru 75182 and 120442 thru 120474. Certificated for civil use under TC 764, 1945.



MODEL 103 (2PCLM, 90-hp Franklin 4ACG-199-H3). Experimental "tilt-wing" designed by George Spratt and built at Stinson Division facility for Consolidated Vultee, 1944. Projected "aircar" abandoned. NX22448, s/n 103-1, only.



MODEL 105 (2/6PCL/SM, 245-hp Franklin O-425-5). Liaison plane project for Consolidated Vultee. Army XL-13 designed and built in prototype form, 1945-46. Two aircraft only: USAAC s/n 45-58708 and 45-58709. Production of 300 L-13A/B by CV San Diego, 1947.



MODEL 106 (4PCLM, 215-hp Franklin 6A8-225-B8). Experimental all-metal personal plane. NX40004, s/n 106-1, first flown April 1946. Project abandoned due to cost considerations.



MODEL 108 VOYAGER (4PCL/SM, 150-hp Franklin 6A4-150-B31). Essentially a stretched Model 10; 1945-46 production; 741 built under ATC 767: s/n 108-1 thru 108-742.

MODEL 108-1 Same as Model 108 with minor changes. 1946-47 production; 1,508 built under ATC 767, s/n 108-743 thru 108-2249, 108-3100.

MODEL 108-2 (4PCL/SM, 165-hp Franklin 6A4-165-B3). 1948-49 production; 1,250 built under ATC 767: s/n 108-1474, 108-2250 thru 108-3500.

MODEL 108-3 VOYAGER (4PCL/SM, 165-hp Franklin 6A4-165-B3). Same as 108-2 except for larger tail surfaces and minor structural changes. 1948-49 production; 1,755 built under ATC 767: s/n 108-3501 thru 108-5255. Piper contracted to dispose of 500 unsold 108-3s when Consolidated Vultee discontinued Stinson Division operations in December 1948. Piper-Stinson emblem applied at that time to facilitate sales through Piper agencies; no further production ensued.



MODEL 118 AIRCAR (2PCLM, 190-hp O-435-A). Flying automobile (4 passenger car, 26-hp Crosley engine) concept developed by T.P. Hall at Consolidated Vultee, San Diego. Prototype NX90850, promoted as "Stinson Aircar," destroyed in forced landing, November 1947. Main auto components salvaged for second seat vehicle. Project abandoned due to high costs, limited interest.

J.B.S. (1PCLM, 60-hp Detroit Aircat). Built in Detroit by Jack B. Stinson, Stinson School of Aviation, 1928. No connection with Stinson Aircraft Corp. One aircraft only, X1511, built for abortive endurance flight.

Note 1) Lycoming engines unless otherwise stated.

Note 2) Photography of X-models forbidden on SAC property under B.D. DeWeese regime, 1929-38.

Abbreviations:

- **2POLB**, 2-place open-land-biplane;
- **4/5PCL/SM**, 4 or 5-place cabin-land or float monoplane;
- **EAS**, Edward A. Stinson;
- **SAC**, Stinson Aircraft Corp.;
- **s/n**, mfr's serial number or service serial number if so stated;
- **USAAC**, U.S. Army Air Corps;
- **USN**, U.S. Navy;
- **ATC**, Approved Type Certificate or Group-2 approval number.



Piper's experimental twin-tailed PA-21 of 1952, forerunner of the Apache, was advertised briefly as the "Twin-Stinson." It was purely a Lock Haven production, however, and Stinson in name only. Continuation of the Piper-Stinson trade name was voted down by stockholders soon afterward.