

A.T.C. # 435  
(7-14-31)  
STINSON, MODEL W

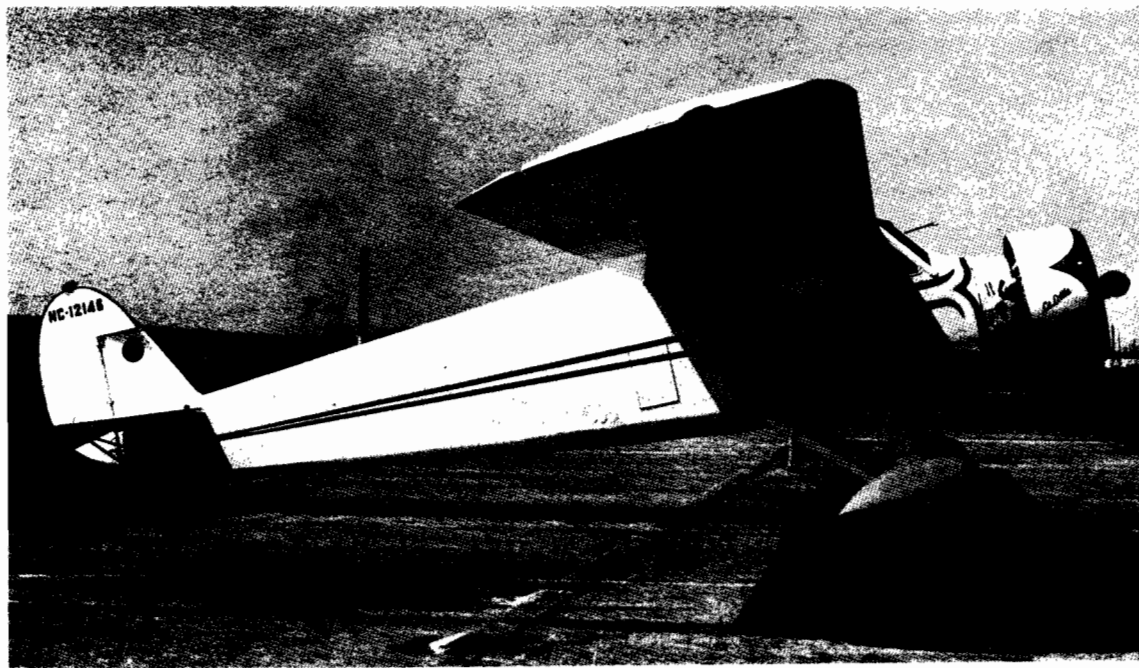


Fig. 120. Stinson model W was deluxe "Junior" with 300 h.p. "Wasp Jr." engine.

The "Junior-type" model W was a rather rare and unobtrusive machine in the look-alike family of Stinson single-engined monoplanes. With not very much showing to distinguish itself from some of its sister-models, it could very well be mistaken for the SM-7B, and very often was. As an improved offering for 1931-32, the Model W was more or less a compromise of what they were asking for in a ship of this particular type. The Model W was a companion offering to the popular Model S, but Stinson spiced the flavor of its utility and performance with a generous increase in power. Without hardly being noticeable the Model W was now longer, a little bit taller, and a good bit heavier. Lavishly equipped with durable deluxe appointments and a sprinkling of extra equipment, she was also heavier when sitting empty. More available payload was more often favored against longer range, so the Model W swapped fuel for some 100 lbs. extra in payload allowance. Although the loaded gross weight was now some 150 lbs. more, this didn't seem to have any appreciable effect on its performance; "Stinsons" were like that. As a consequence, the Model W was a very attractive choice in a sporty four-place high-performance cabin airplane, whether for business or sport, and sold for the ridiculous figure of less than \$9000. General Electric, a faithful Stinson cus-

tommer for several years, used a modified Model W for electronic testing and research. Along about this time it was said that Stinson Aircraft, and especially Wm. A. Mara, was anxious to get away from the ill-fitted "Junior" designation, they felt the name was becoming entirely unsuited for their four-place monoplane series. Actually they had long ago outgrown the early "Junior" concept of 1928. The models S and W for 1931-32 were not technically listed as "Juniors", but it was rather hard for people to break away from the popular name.

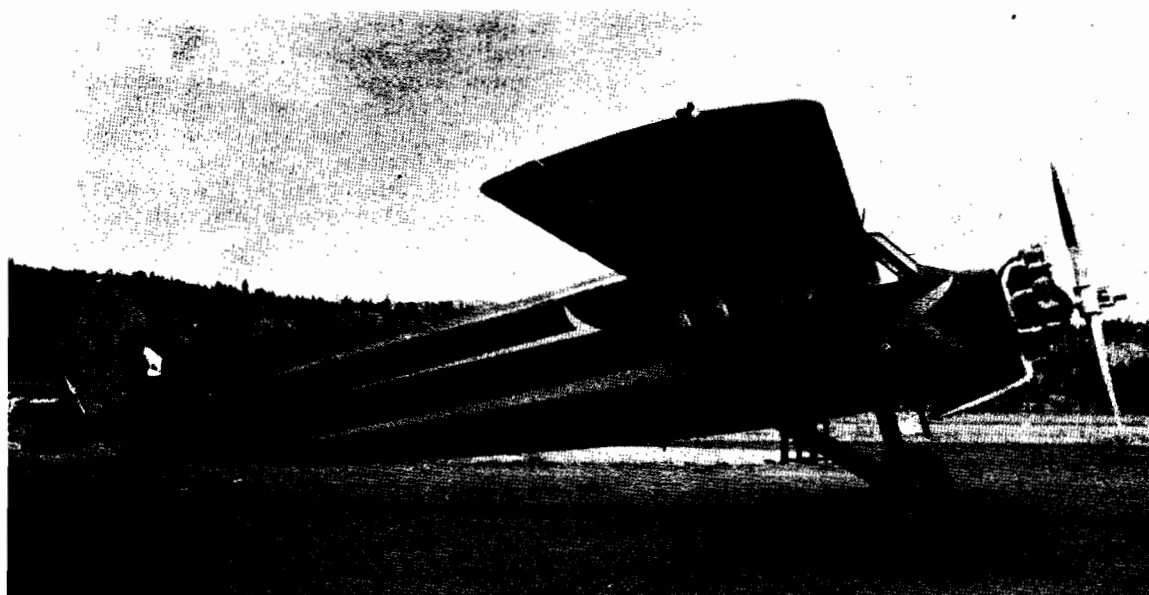
The husky Stinson Model W was a strut-braced high wing cabin monoplane with seating arranged in style and comfort for four. Basically fashioned in the popular "Junior" concept, the Model W, however, was a larger and heavier airplane that was equipped with tasteful interior appointments and numerous extras to aid the pilot. Specifically, it was aimed directly at the sportsman-pilot, the well-to-do family man or the business executive; in short, it was for those who wouldn't quibble over paying a little more for a much better airplane. Powered with the 9 cyl. Pratt & Whitney "Wasp Junior" (R-985) engine of 300 h.p., the Model W literally surged with the extra power and delivered a cabin-plane performance that one couldn't help but admire. Catering as it did to a limited clientele, this



*Fig. 121. Stinson model W offered high performance for business or sport.*

craft was also offered later as a one-seated cargo-plane to broaden its chances in the market, but only a very small number were built in all. As one of the lesser-known models in the so-called Stinson "Junior" line-up, the Model W was perhaps the best. The type certificate number for the Model W was issued 7-14-31 and perhaps no more than 5 examples of this model were manufactured by the Stinson Aircraft Corp. at Wayne, Mich. Edward A. Stinson was president; Wm. A. Mara was V.P.; B. D. DeWeese was general manager, and A. H. Saxon was chief engineer.

Listed below are specifications and performance data for the Stinson Model W as powered with the 300 h.p. "Wasp Junior" (R-985) engine; length overall 30'10"; height overall 8'11"; wing span 42'1"; wing chord 75"; total wing area 235 sq.ft.; airfoil Clark Y; wt. empty 2379 lbs; useful load 1271 lbs.; payload with 73 gal. fuel 610 lbs. (3 pass. at 170 lb. each & 100 lb. baggage); gross wt. 3650 lbs.; max. speed (with speed-ring) 143; cruising speed 122; landing speed 60; climb 950 ft. first min. at sea level; ceiling 18,000 ft.; gas cap. normal 73 gal.; gas cap. max. 90 gal.; oil cap. 7 gal.; cruising range



*Fig. 122. Rebuilt "Stinson W" shown at Spokane in 1959.*

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at 18 gal. per hour 470 miles; basic price \$8995 at factory field; empty wt. listed above includes speed-ring cowl, streamlined pants on all wheels, strut fairings, retractable landing lights, engine starter, and a battery. Oddly enough, all these were optional extras added to the basic price.

The construction details and general arrangement of the Model W was typical to that of the Model S (ATC # 423), and the many other "Junior" models described previously. With a good allowance of useful load to play with, it was possible to include many extras to further improve comfort, utility, and operation. Convenient steps and wide entry doors were on both sides; cabin dimensions were ample and seating was well-positioned for comfort. All windows were of shatter-proof glass; ventilation and heat were provided for all-weather cabin comfort. A baggage compartment of 7 cu. ft. capacity, with allowance for up to 100 lbs., was accessible from the inside or out. Three of the seats could be quickly removed for hauling package cargo; a special cargo-plane with reinforced floors and tie-down hooks was also available. The normal fuel capacity was 73 gal., but an extra tank boosting fuel load to 90 gal. was optional; no baggage was allowed with the greater amount of fuel. The wide-track oleo-spring landing gear was fitted with 8.50x10 low pressure semi-airwheels and

brakes were standard equipment. The wheels could be encased in streamlined wheel pants for more speed, or fitted with fenders when operating out of unimproved landing fields. The swiveling tail wheel could also be fitted with a streamlined (pant) fairing. To present a more finished appearance, many of the strut fittings for wings and landing gear were neatly faired over with metal streamlined cups or cuffs. A metal propeller, navigation lights, electric engine starter, and battery were standard equipment. A speed-ring engine cowl, wheel streamlines, wing-mounted retractable landing lights, dual wheel controls, and parachute flares were usually fitted, but were listed as extra or optional equipment. The next Stinson development was the four-place Model R as described in the chapter for ATC # 457 of this volume.

Listed below are Model W entries as gleaned from registration records:

NC-10849;	Model W	(# 3050)	R-985-300.
NC-12177;	"	(# 3051)	"
NC-12160;	"	(# 3052)	"
NC-12144;	"	(# 3053)	"
NC-12146;	"	(# 3054)	"

Serial # 3053 operated by General Electric for electronic research as 3-place; this approval for ser. # 3050 and up; this approval expired 3-22-34.