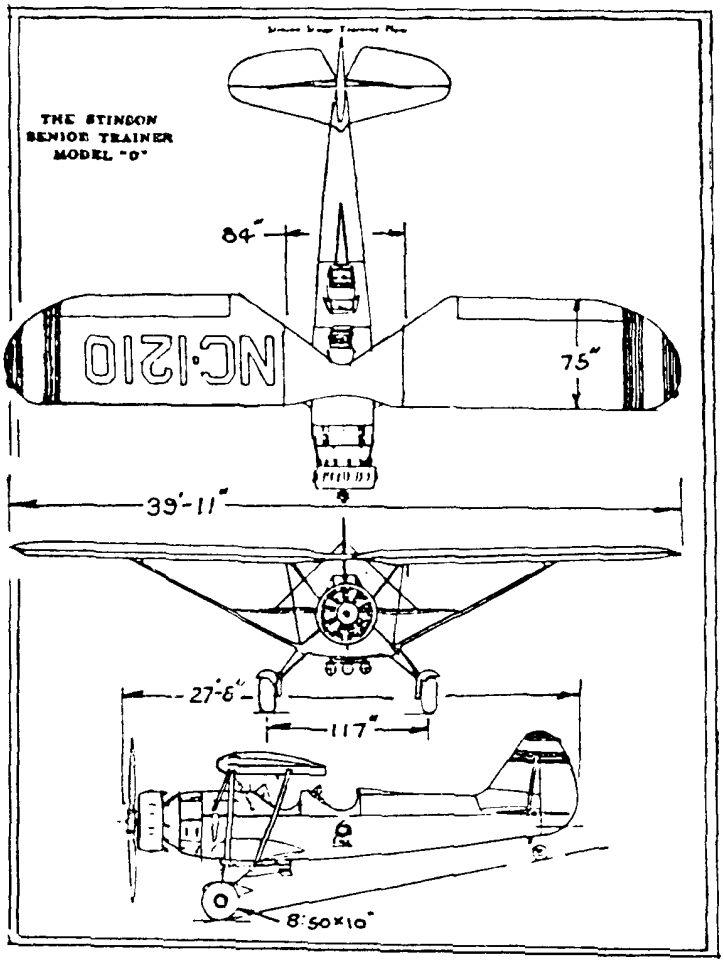
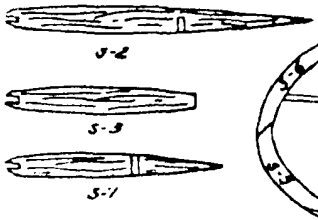
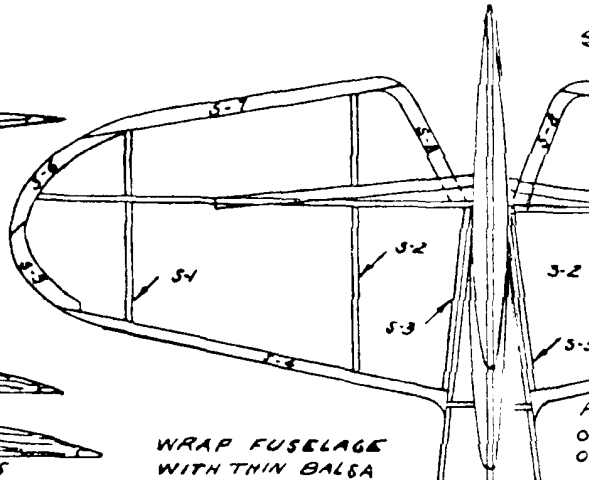
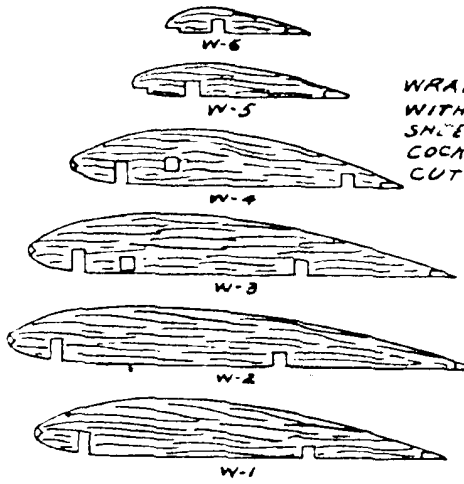
Stinson Senior Trainer-Model "O"

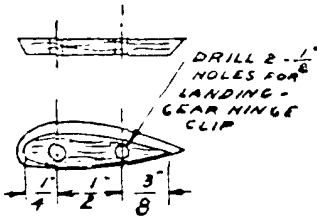


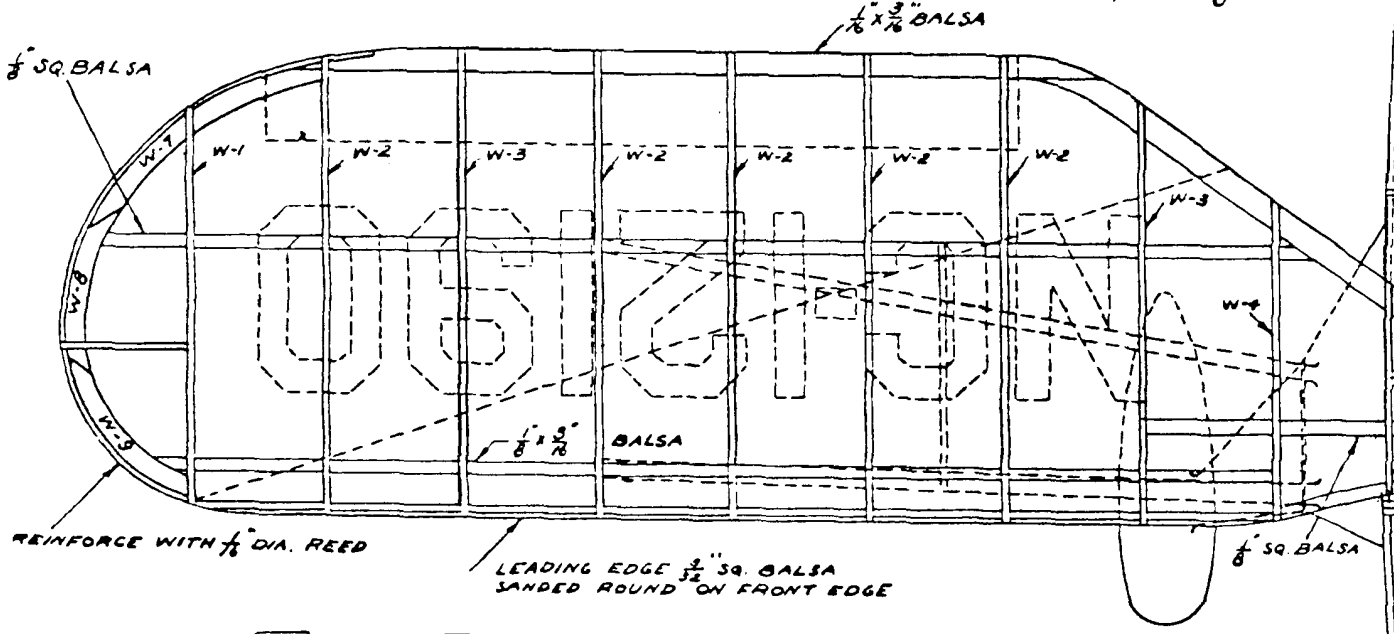






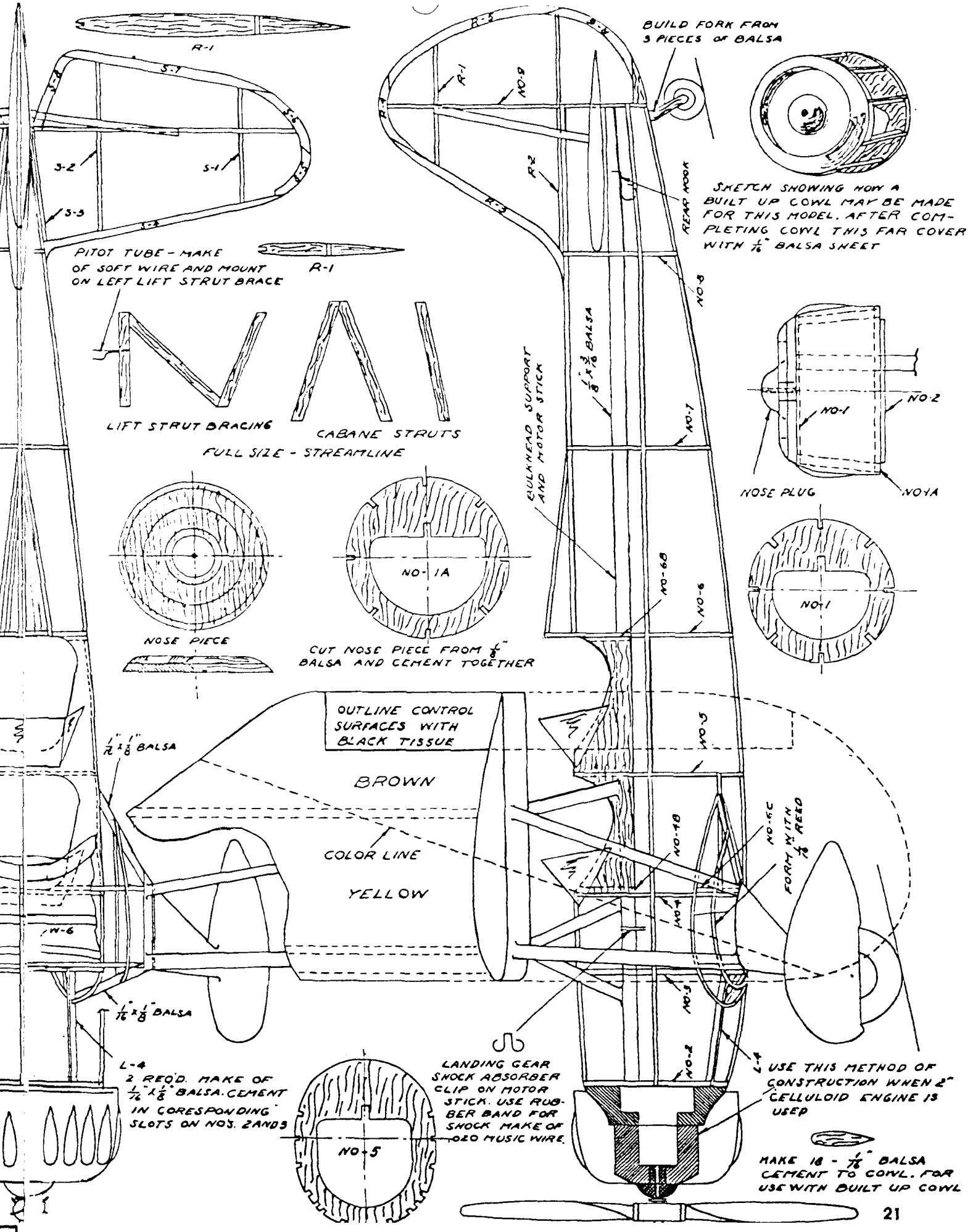
WRAP FUSELAGE WITH THIN BALSA SHEET TO FORM COCKPIT COWL AND CUT AS SHOWN



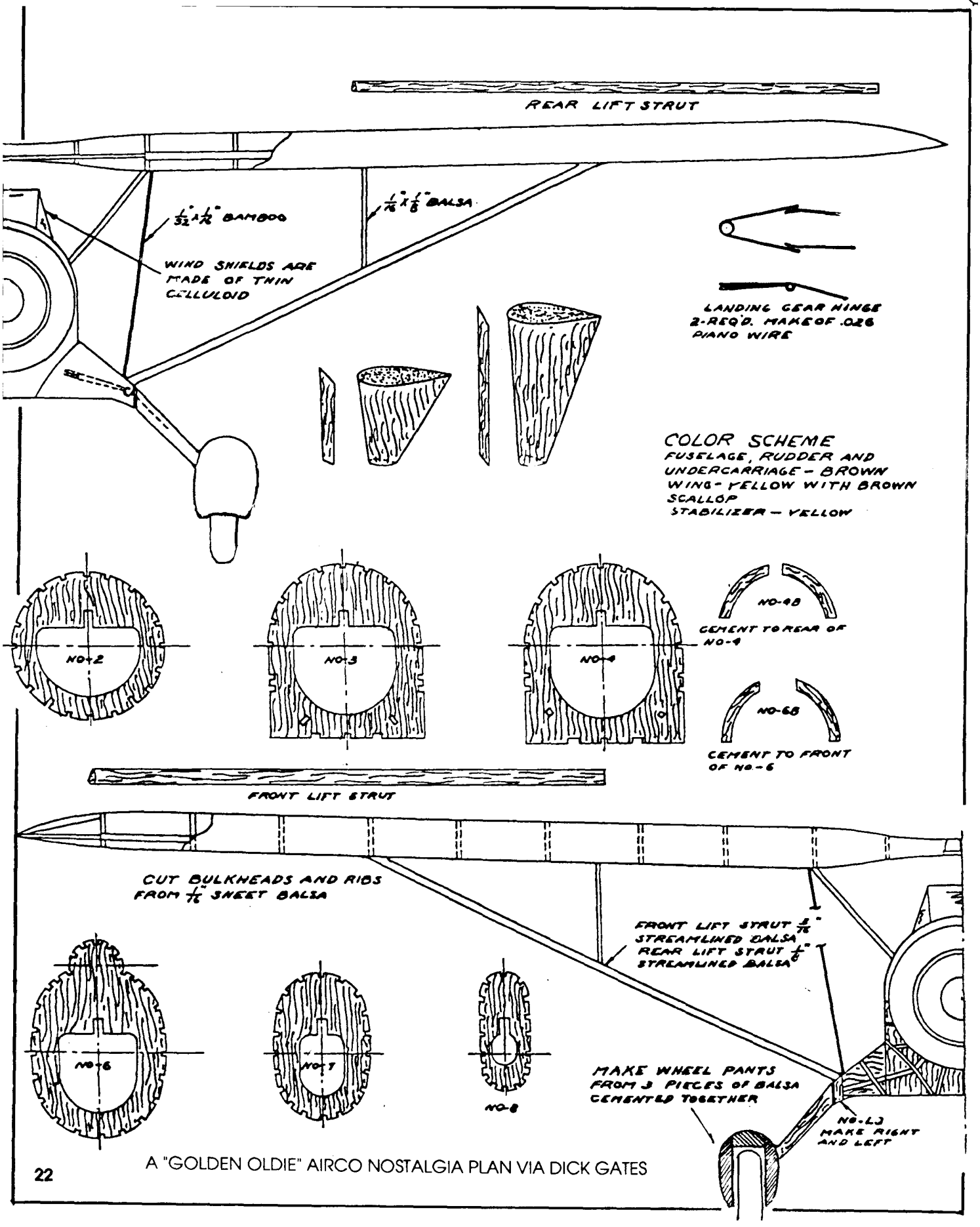


LANDING GEAR SUPPORTS

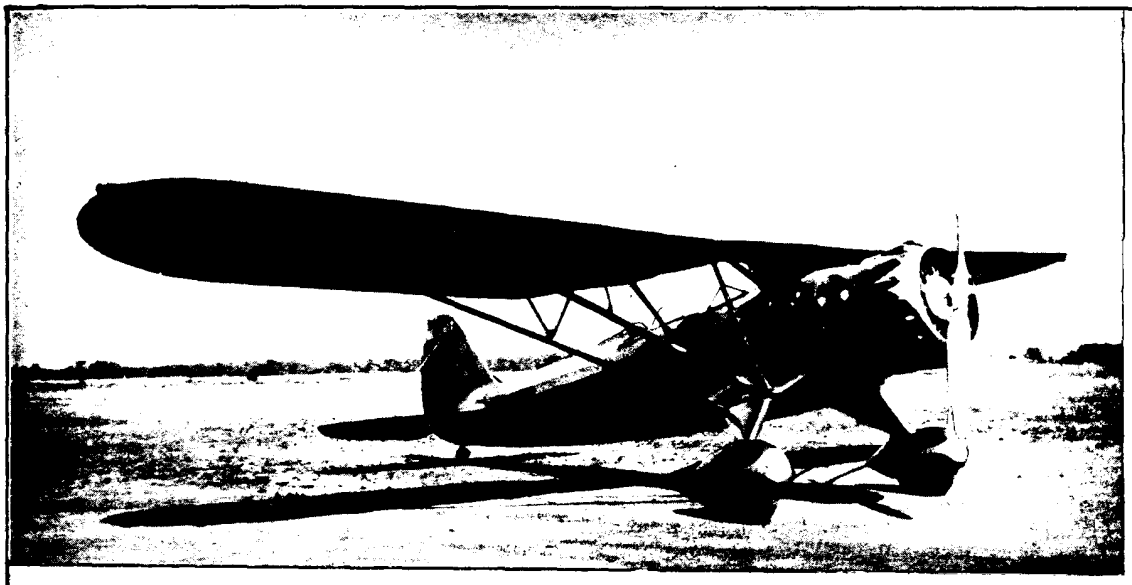
PLANS REDUCED 15% FROM ORIGINAL



The Stinson "Model O"



A "GOLDEN OLDIE" AIRCO NOSTALGIA PLAN VIA DICK GATES



The Stinson "Model O" was used by quite a few foreign countries for pt-lot training and as a counterinsurgency craft. 5 to Honduras, 2 to China, and one to Brazil.

Stinson Model "O"

The Parasol Reliant

Research notes from Dick Gates plans service. Joseph Juptner U.S. Civil Aircraft. Vol 11.

The Stinson "Model O" was an open cockpit parasol-winged monoplane with seating arranged for two in tandem. A rather outstanding shape, the Model O was an ingenious adaptation of the basic "SR" configuration, a pilot-trainer that was capable of mounting various peices of light armament. All necessary fittings were incorporated into the specially designed fuselage for either 2 forward-firing fixed machine guns, a flexible mounted machine gun, and one A-3 bomb rack. The basic SR "Reliant" wing was modified slightly to suit "parasol" mounting, and a severe cut-away in the center section provided excellent visibility from either cockpit. The landing gear was practically identical to that of the SR and the tail-group was only slightly modified. The Model O was not designed primarily as a warplane, but as a training machine to teach pilots the various arts of aerial warfare; it was also adaptable to training pilots in ground support, reconnaissance, and aerial photography. As powered with the 9 cyl. Lycoming R-680-4 engine rated 220 h.p. at 2050 r.p.m. the Model O had excellent performace for its varied role and it can be safely assumed that its characteristics and general behavior were typically of "Stinson" nature.

A total of perhaps 10 examples in this model were manufactured by the Stinson Aircraft Corp. at Wayne, Michigan. Robert L. Hall, formerly associated with "Gee Bee" airplanes was project engineer on development of the Model O.

Listed below are specifications and performance data for the Model O as powered with 220 h.p. Lycoming R-680-4 engine; length overall 27'8"; height overall 8'0"; wing span 39'11"; wing chord 75"; total wing area 215 sq. ft.; airfoil Clark Y; wt. empty 1907 (1945) lbs.; useful load 710 lbs.; payload with 50 gal. fuel 210 lbs.; gross wt. 2617 (2665) lbs.; max. speed (with engine cowl & wheel pants) 136; cruising speed 122; landing speed 50 (52); climb 1150 (1100) ft. first min. at sea level; ser. ceiling 16,000 ft.; figures in parentheses are for plane with NACA-type engine cowl & wheel fenders; gas cap. 50 gal.; oil cap. 4 gal.; cruising range at 12.5 gal. per hour 450 miles; price variable as plane was custom-built to order; approved wts. of 1945-710-2665 lbs. included NACA-type engine cowl & wheel fenders; revision in 1934 allowed 2750 lb. gross wt. to 220 h.p. version and 3200 lb. gross wt. to 240 h.p. version; both versions allowed 380 lb. payload to provide for equipment used in gunnery training or aerial photography; stall speed 53 at 2750 lb. gross wt. and 58 at 3200 lb. gross wt.