

NAME THAT PLANE

A.T.C. #295

(2-11-30)

STINSON "JUNIOR", SM-8A

At a time when other manufacturers were reducing their working forces and turning to other economy measures just to stay in business, Stinson Aircraft added to their plant capacity and boldly laid plans for a big year ahead. In a merger with the huge Cord Corp., Stinson found itself in an enviable position with large sums of capital at their disposal, tremendous buying power, and a source for good engines within their own corporation to power their new model. For the year 1930 the previous "Junior" design was modified and improved slightly to become the basis for the SM-8 series; powered with the newly developed Lycoming engine of 210 h.p. the model SM-8A was groomed for a market that had temporarily sagged but needed only the promise of good value to revive some interest. With pride and fanfare the "Junior" model SM-8A, as powered with the new 9 cyl. "Lycoming" engine, was announced in April of 1930 with the unbelievable price-tag of \$5775.; a \$10,000. airplane for this amount of money caused everyone to sit up and take notice. This was certainly establishing a brand new standard of value within the industry. Though the price of the SM-8A "Junior" was certainly not justified on early sales volume, it was based on the belief that this airplane finally would sell in a terrific volume to justify the low price. As it turned out their calculations had been right. Thirty

two of the SM-8A were sold in April of 1930, 51 were sold in the month of May and the production schedule for June called for at least 75 airplanes; literally hundreds of these new "Juniors" were flying in all parts of the country before long. By year's end the model SM-8A was sold in a number greater than all other cabin airplanes put together; there was nothing on the market that compared with this airplane in price or in value.

Listed below are specifications and performance data for the Stinson "Junior" model SM-8A as powered with the 215 h.p. Lycoming engine; length overall 28'11"; hite overall 8'9"; wing span 41'8"; wing chord 75"; total wing area 234 sq.ft.; airfoil Clark Y; wt. empty 2061 lbs.; useful load 1134; payload with 61 gal. fuel was 564 lbs.; gross wt. 3195 lbs.; max. speed 125; cruising speed 105; stall speed 55; landing speed 50; climb 780 ft. first min. at sea level; ceiling 14,000 ft.; gas cap. 61 gal.; oil cap. 5 gal.; cruising range at 12 gal. per hour was 500 miles; price at the factory field was \$5775. in April of 1930, raised to \$5995. in Nov. of 1930. The following figures are for seaplane as mounted on Edo P pontoon gear; wt. empty 2440 lbs.; useful load 1080; payload with 60 gal. fuel was 515 lbs.; gross wt. 3520 lbs.; max. speed 115; cruising speed 95; landing speed 60; climb 650 ft. first min. at sea level; ceiling 12,000 ft.; cruising range at 12 gal. per hour was 450 miles; price at factory was near \$8000.

BALDO PATTON



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