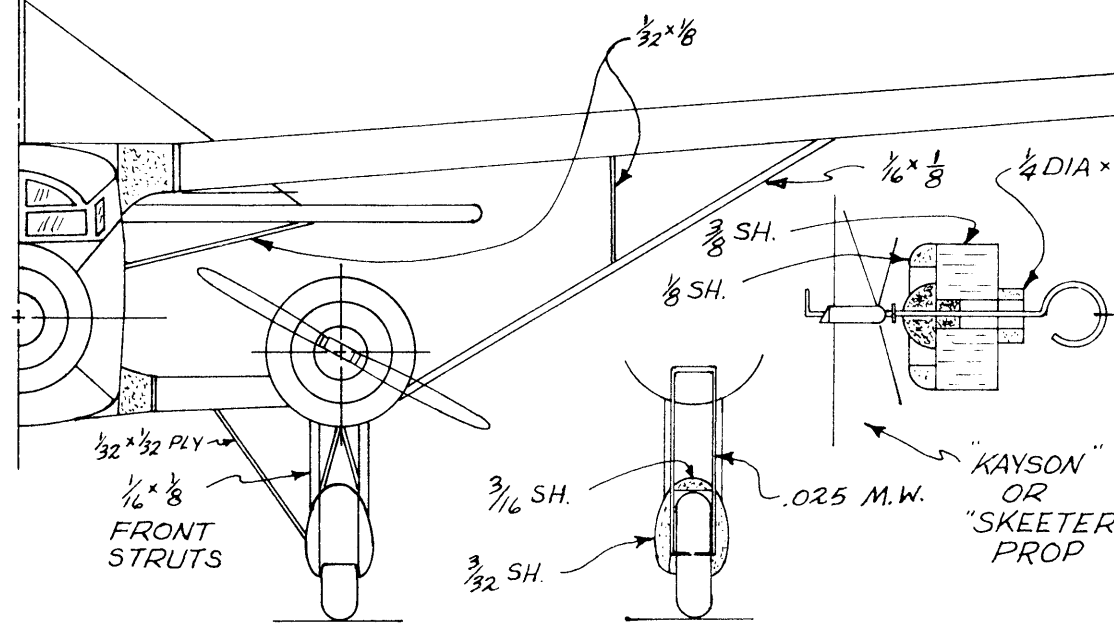
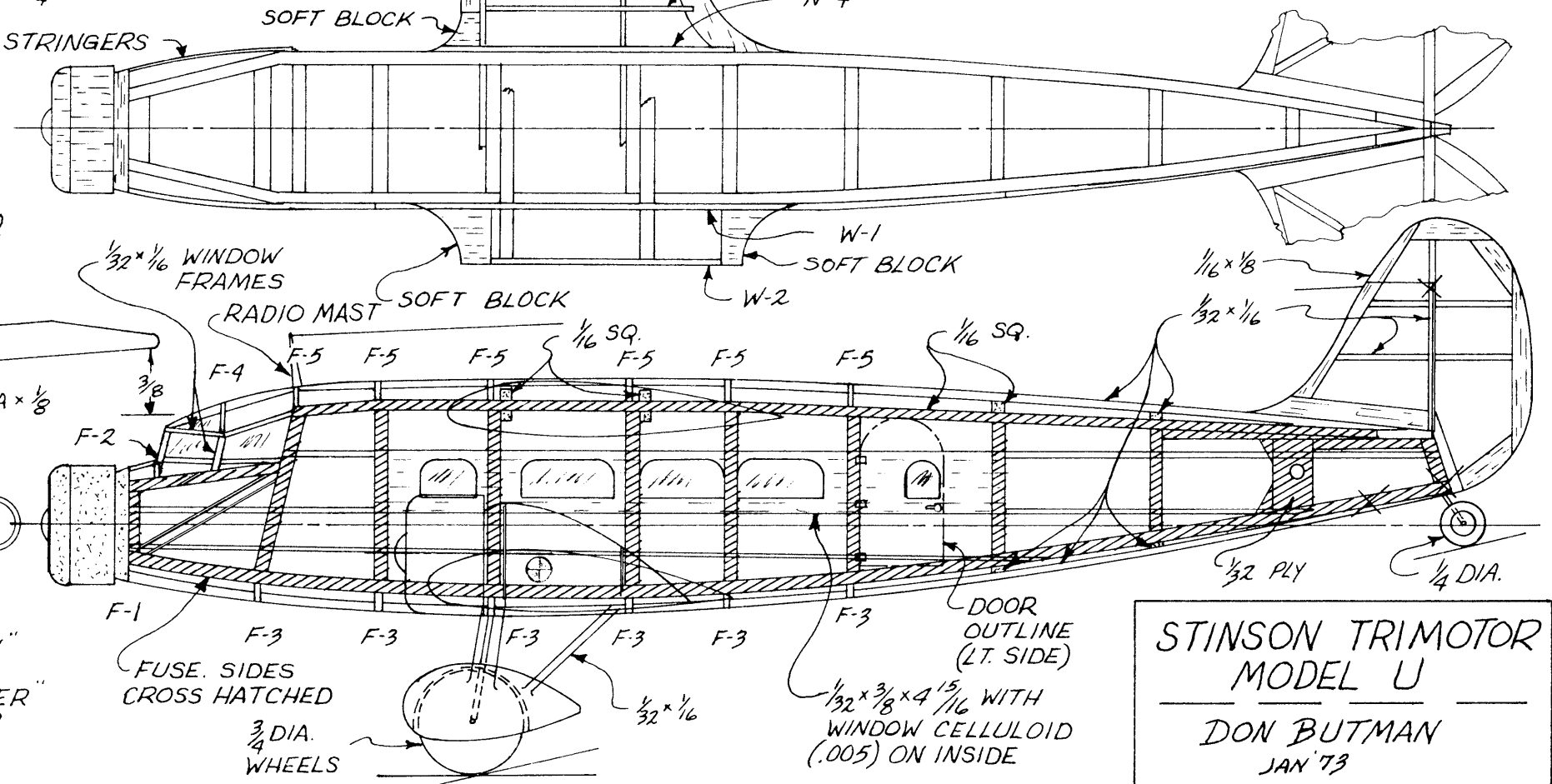
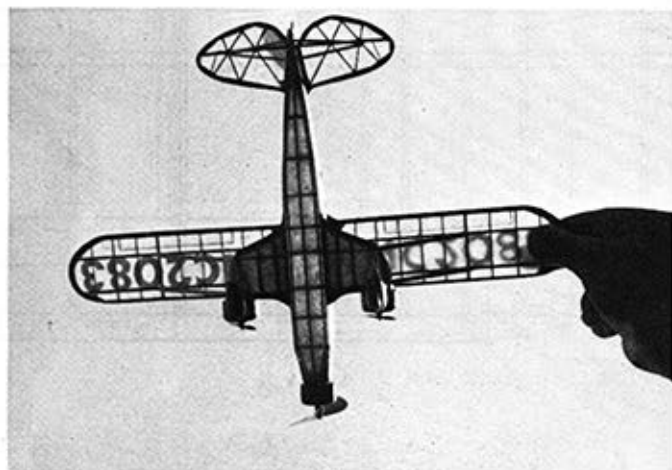


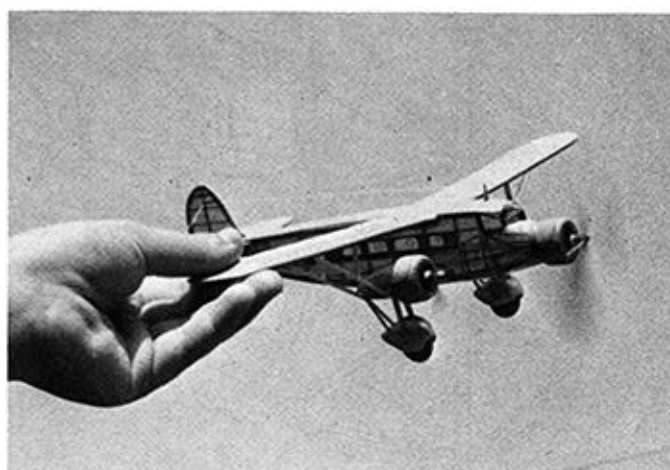
NOTE: BUILD SUB-WING AND NACELLES PRIOR TO INSTALLING FUSE. STRINGERS!



STINSON TRIMOTOR
MODEL U
DON BUTMAN
JAN '73



The Stinson has nice proportions for a flying scale model. Without the hand, it would be hard to tell its actual size.



With all props whirring, it should make quite a sight passing overhead. Might make an interesting Jumbo scale project.

Stinson Trimotor Peanut

By DON BUTMAN

Our guest Peanut Scale editor for this month brings us something just a little bit out of the ordinary. Walt will be back next month with the Miles Sparrow Hawk.

● The Stinson Model U Airliner was the final design of the Stinson Trimotor Airliners that had begun in 1925 with the SM-6. Following was the Model T Airliner which was in production from 1927-1930, and with a price tag of \$26,000, was cheaper by some \$50,000 than the Ford Trimotor, both aircraft having the same payload and speed.

With the excellent reputation of both the Model T Airliner and its Lycoming engines, the 1931-1933 production of the Model U Airliner was sold in large quantities to the airlines. Both Ford and Fokker were out of business by this time and the Model U's price of \$27,000 was still some \$40,000 less than its competitor, Curtiss-Condor.

Thus, the Stinson Airliners played a major role in the furthering of the

regular domestic airline services. Their trimotor airliners provided safe, comfortable, economical, fast, modern and profitable air travel during the "Golden Years" of American aviation.

The model is built in typical sides-and-crosspieces construction. Formers are used only when absolutely necessary. The fuselage stringers should be added after building and sanding the wing root, subwing and nacelle assemblies.

The side window frames are cut out of 1/32 sheet with .005 inch celluloid glued to it. This is then glued on the outside of the fuselage frame with the celluloid toward the inside. Just prior to covering, use a cotton swab to wipe away the dust from the inside of the windows.

A neat way to install "Les Pilotes"

and passengers is to draw them on pieces of paper which are positioned inside the windows and cockpit. This method was used on the model to avoid the empty cockpit and window look!

The dummy props for the outboard engines came from a plastic scale model and rotate very well during flight. The main prop can be any plastic one of adequate size.

The model was covered with silver Japanese tissue. Three light coats of clear nitrate dope with 10 drops of TCP (Tricresyl Phosphate) per ounce of dope was used to obtain a "pliable" covering.

The flying was successful but not spectacular. However, it certainly does look good up there with all the props turning as it flies by! ●



A little trim and detailing goes a long way toward improving the scale like qualities of any model.



With that big prop, takeoffs are a bit rough on the tips. Hand launching is a better way to go.