

- 61. FUEL FILL
- 62. FENDER PANT (STANDARD)
- 63. WHEEL PANT (OPTIONAL)
- 64. JURY STRUT (SEE SHEET 2)
- 65. COWL SPLIT LINE
- 66. HANDLE
- 67. STREAMLINE FAIRING
- 68. SINGLE PULLEY
- 69. DOUBLE PULLEY
- 70. TRIPLE PULLEY
- 71. SUPPORT TUBE

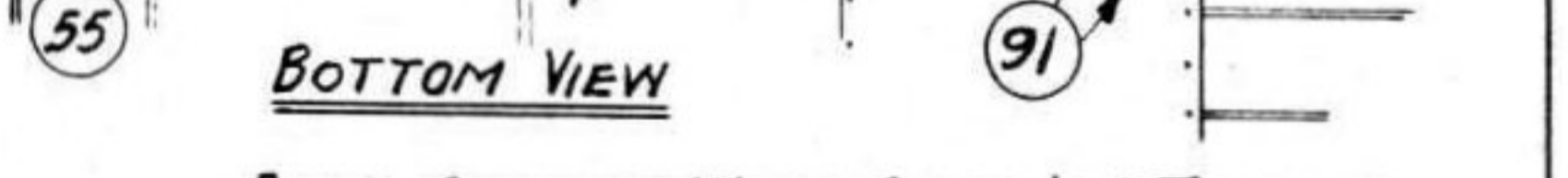
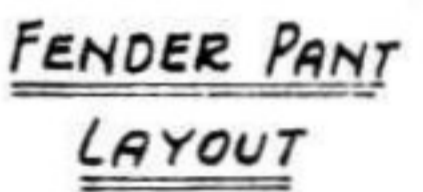
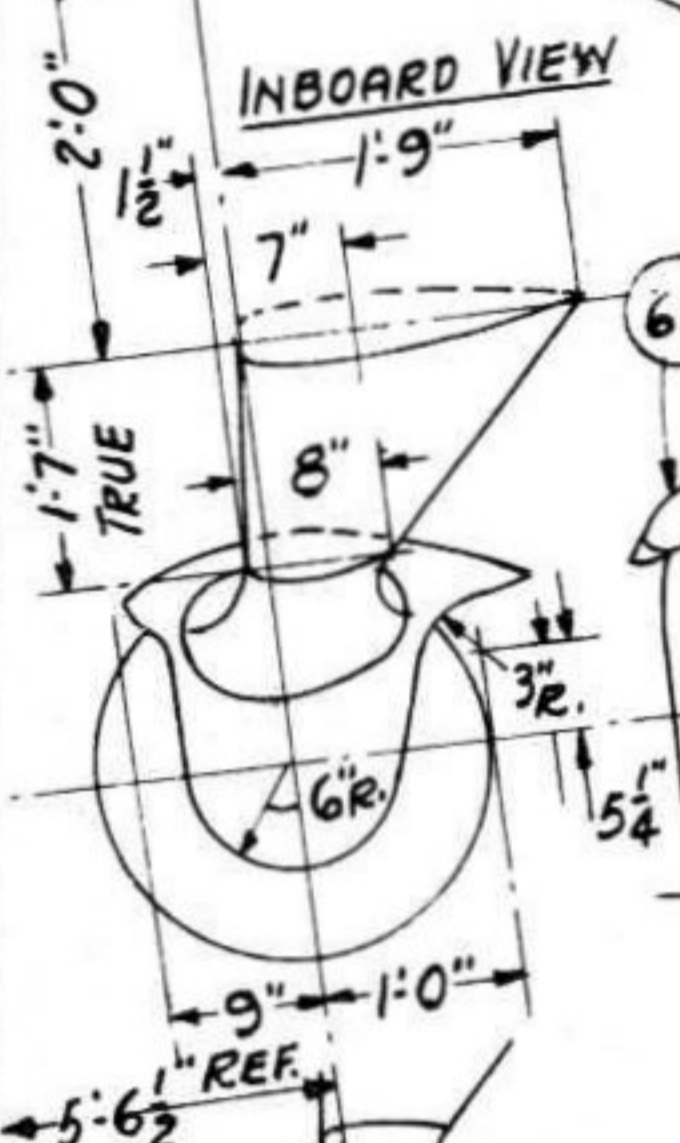
- 72. AILERON CONTROL CABLE
- 73. TURNBUCKLE
- 74. PIVOT POINT
- 75. ELEVATOR PUSH-PULL TUBE
- 76. RUDDER PUSH-PULL TUBE
- 77. ELEVATOR PIVOT HORN
- 78. RUDDER PIVOT HORN
- 79. RUDDER CONTROL CABLE
- 80. HINGED FOOT PEDAL
- 81. SUPPORT BEARINGS

- 82. CHAIN PORTION
- 83. SPROCKET
- 84. SCREW POST
- 85. SPLIT SCREW JACK
- 86. STABIL. SPAR
- 87. ELEVATOR HORN
- 88. ELEVATOR SPAR
- 89. BALANCE CABLE
- 90. HINGED PANEL
- 91. FIXED PANEL

- 92. RUDDER HORN
- 93. FIREWALL
- 94. ENGINE M.Y.G. RING
- 95. VALVE BLISTERS

NOTE: CO-PILOT CONTROL WHEEL & ARM ASSEM. CAN BE DIS-ASSEMBLED AT JUNCTION OF THE "Y" ARMS.

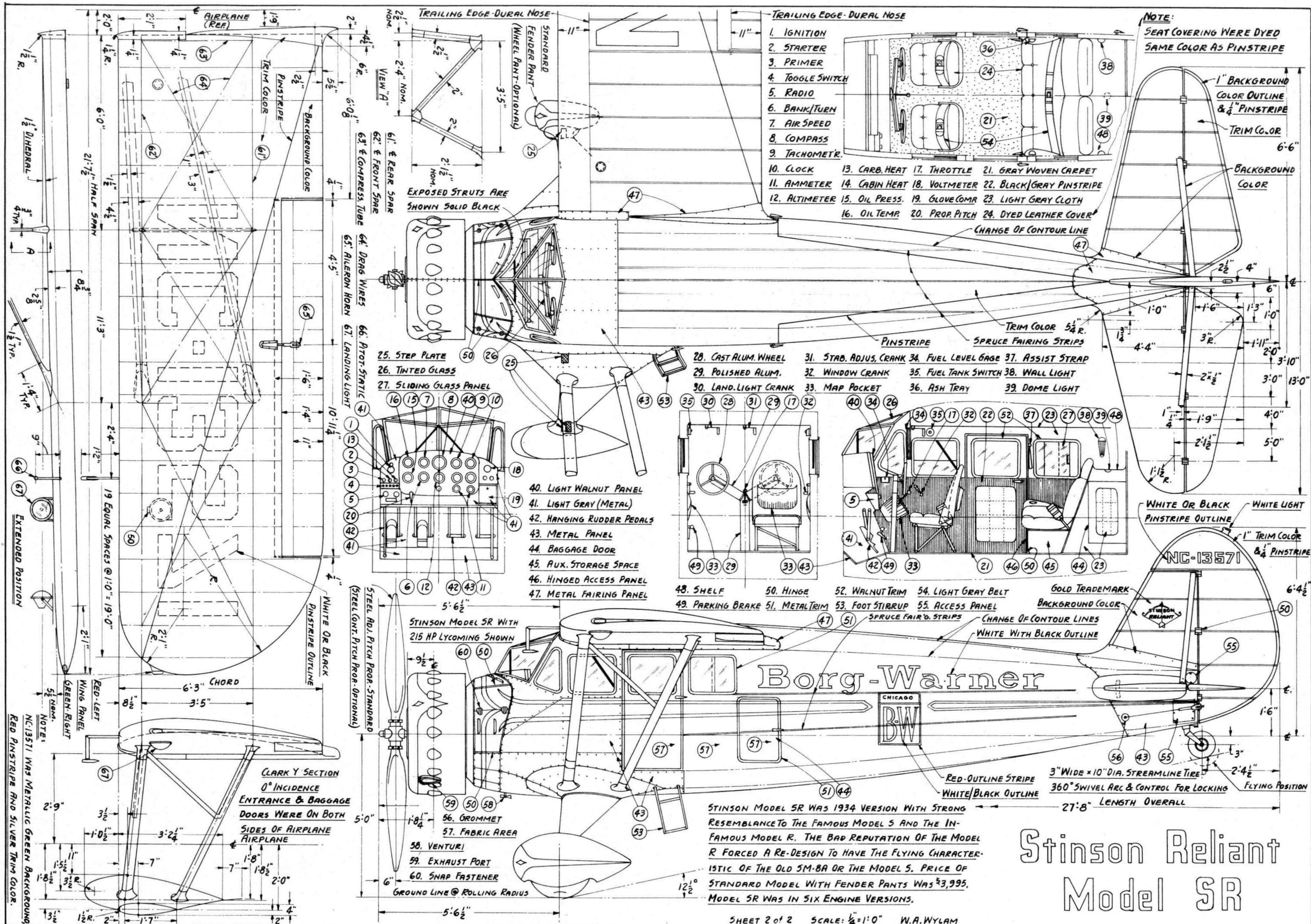
NOTE: FOR COLOR PATTERN OR COLOR SCHEMES, SEE MODEL AIRPLANE NEWS: DEC. 1958, JAN. 1959, FEB. 1959



DURAL CORNERS WERE COPED IN A TAPERING RADIUS TOWARD TAIL; SPRUCE FAIRING STRIPS IN SAME POSITION ON TOP & BOTTOM SURFACES.

CHANGE OF CONTOUR LINES ARE EDGES OF CORNER FROM A ROUND TO A FLAT SURFACE

ALL DIMENSIONS WERE SCALED OFF OF FACTORY PRINTS AND ARE TO THE NEAREST QUARTER INCH.



NOTE: SEAT COVERING WERE DYED SAME COLOR AS PINSTRIPE

TRAILING EDGE-DURAL NOSE

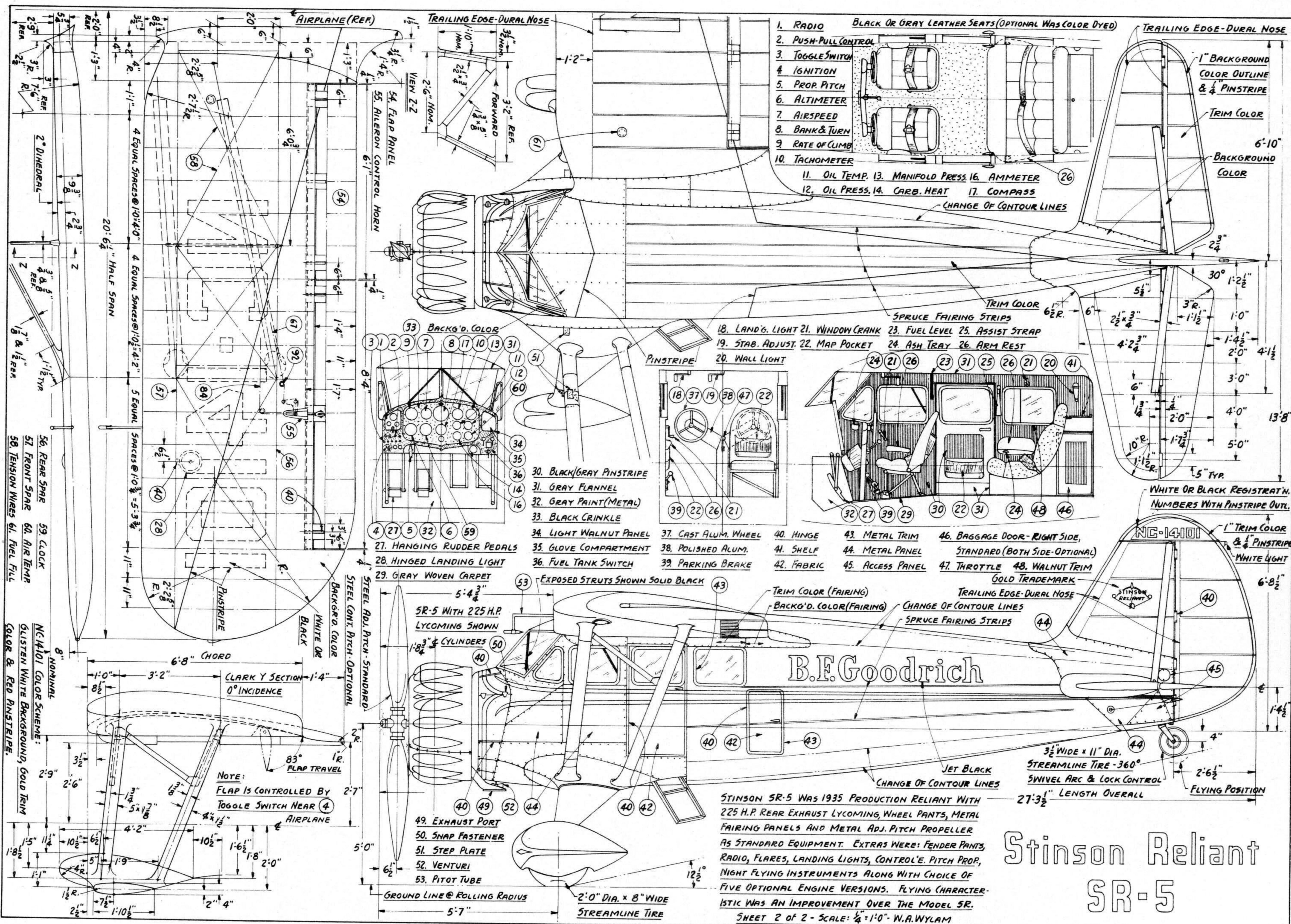
- 1. IGNITION
- 2. STARTER
- 3. PRIMER
- 4. TOGGLE SWITCH
- 5. RADIO
- 6. BANK/TURN
- 7. AIR SPEED
- 8. COMPASS
- 9. TACHOMETR.
- 10. CLOCK
- 11. AMMETER
- 12. ALTITUDE
- 13. CARB. HEAT
- 14. CABIN HEAT
- 15. OIL PRESS.
- 16. OIL TEMP.
- 17. THROTTLE
- 18. VOLTMETER
- 19. GLOVE COMP.
- 20. PROP. PITCH
- 21. GRAY WOVEN CARPET
- 22. BLACK/GRAY PINSTRIPE
- 23. LIGHT GRAY CLOTH
- 24. DYED LEATHER COVER

1" BACKGROUND COLOR OUTLINE & 1/4" PINSTRIPE
TRIM COLOR
BACKGROUND COLOR

WHITE OR BLACK PINSTRIPE OUTLINE
WHITE LIGHT
1" TRIM COLOR & 1/4" PINSTRIPE

STINSON MODEL SR WAS 1934 VERSION WITH STRONG RESEMBLANCE TO THE FAMOUS MODEL 5 AND THE INFAMOUS MODEL R. THE BAD REPUTATION OF THE MODEL R FORCED A RE-DESIGN TO HAVE THE FLYING CHARACTERISTIC OF THE OLD 5M-8A OR THE MODEL 5. PRICE OF STANDARD MODEL WITH FENDER PANTS WAS \$3,995. MODEL SR WAS IN SIX ENGINE VERSIONS.

Stinson Reliant Model SR

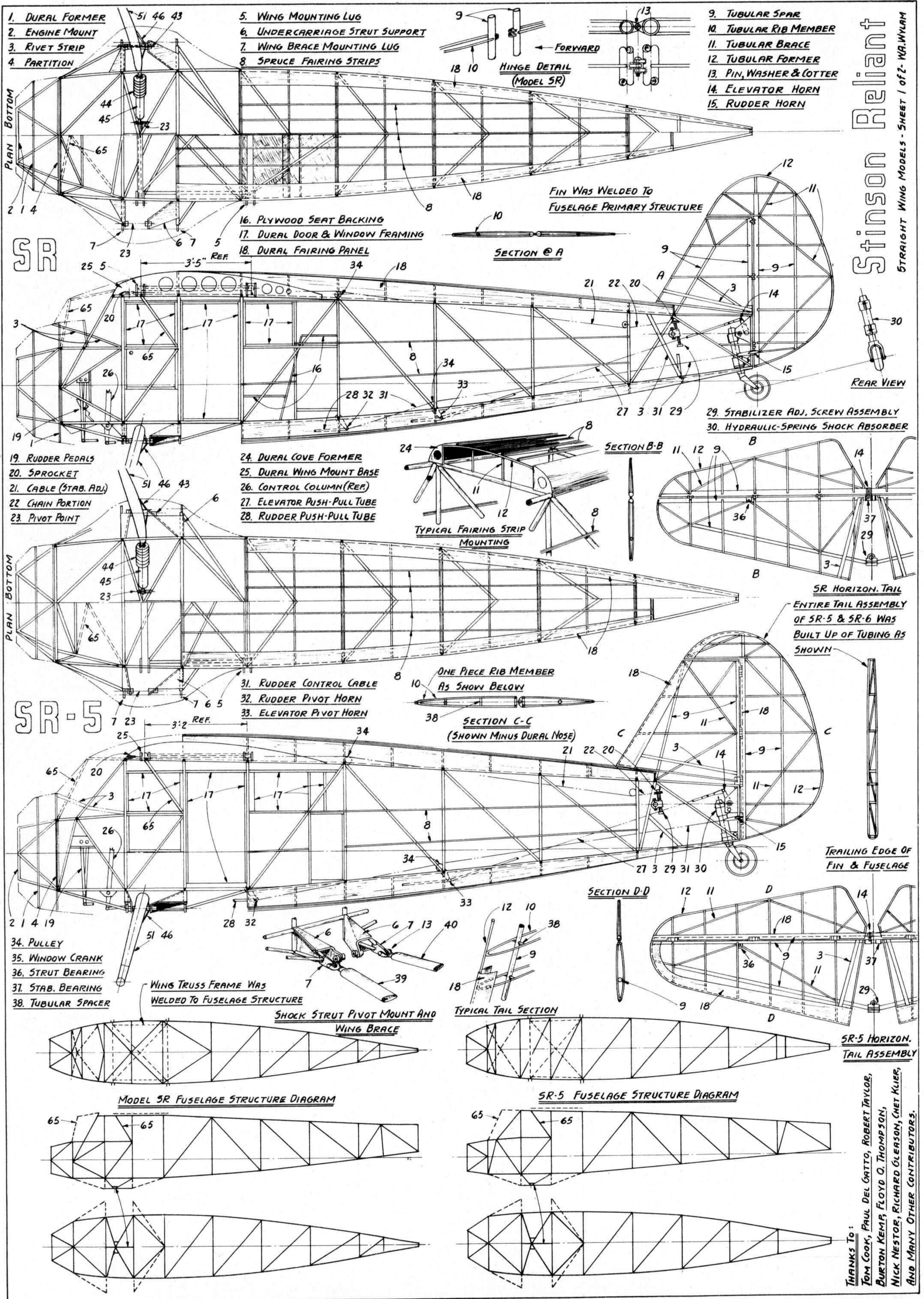


1. RADIO BLACK OR GRAY LEATHER SEATS (OPTIONAL WAS COLOR DYED)
2. PUSH-PULL CONTROL
3. TOGGLE SWITCH
4. IGNITION
5. PROP. PITCH
6. ALTIMETER
7. AIRSPEED
8. BANK & TURN
9. RATE OF CLIMB
10. TACHOMETER
11. OIL TEMP. 13. MANIFOLD PRESS. 16. AMMETER
12. OIL PRESS. 14. CARB. HEAT 17. COMPASS
18. LAND'G. LIGHT 21. WINDOW CRANK 23. FUEL LEVEL 25. ASSIST STRAP
19. STAB. ADJUST. 22. MAP POCKET 24. ASH TRAY 26. ARM REST
20. WALL LIGHT

30. BLACK/GRAY PINSTRIPE
31. GRAY FLANNEL
32. GRAY PAINT (METAL)
33. BLACK CRINKLE
34. LIGHT WALNUT PANEL
35. GLOVE COMPARTMENT
36. FUEL TANK SWITCH
37. CAST ALUM. WHEEL
38. POLISHED ALUM.
39. PARKING BRAKE
40. HINGE
41. SHELF
42. FABRIC
43. METAL TRIM
44. METAL PANEL
45. ACCESS PANEL
46. BAGGAGE DOOR - RIGHT SIDE, STANDARD (BOTH SIDE - OPTIONAL)
47. THROTTLE
48. WALNUT TRIM GOLD TRADEMARK

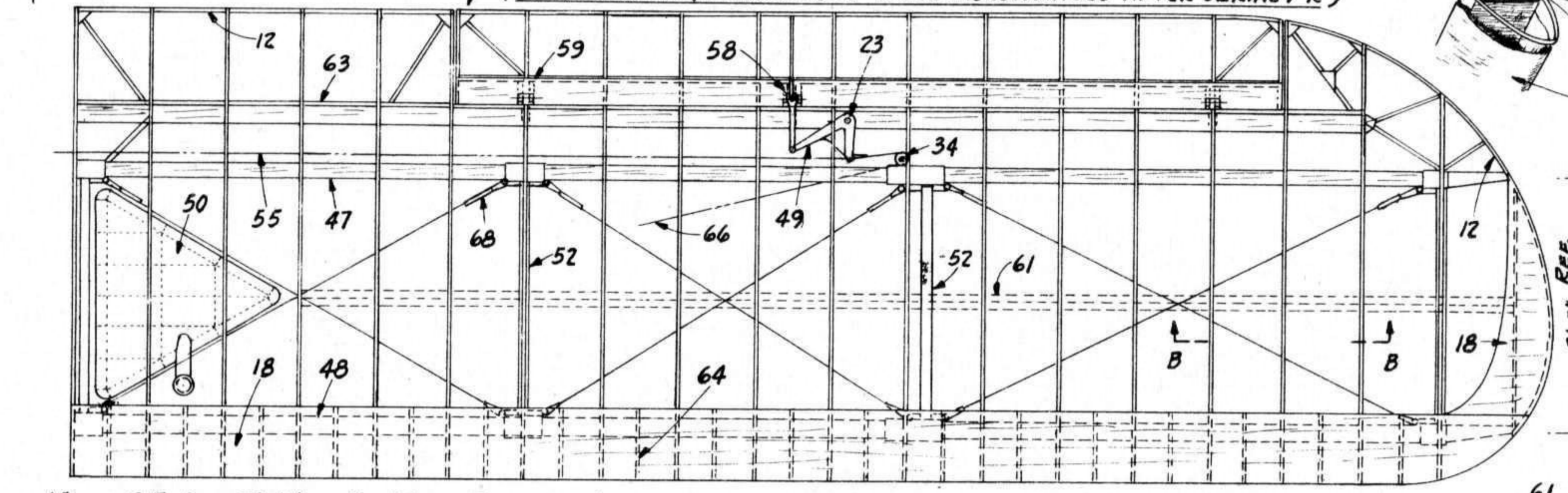
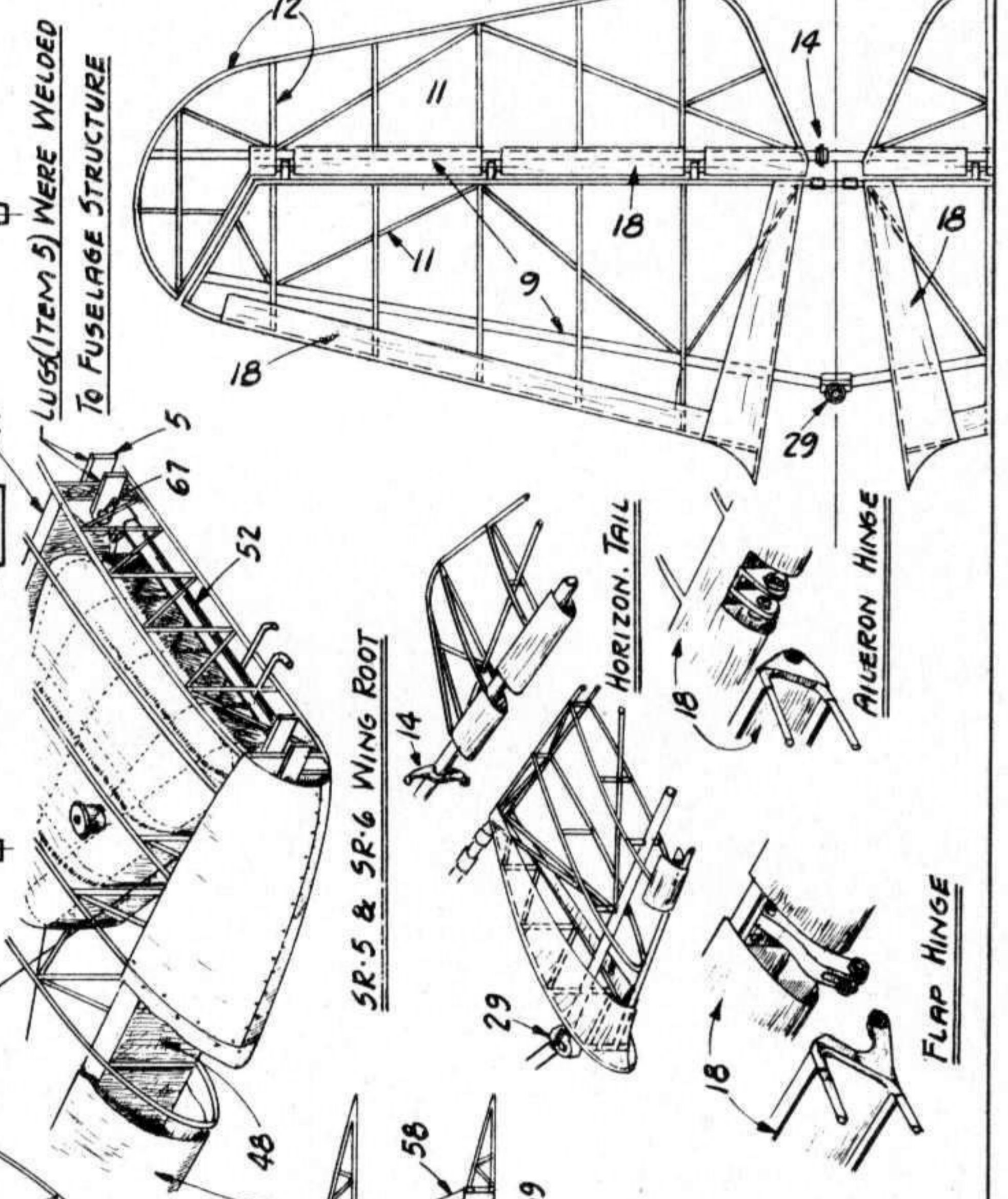
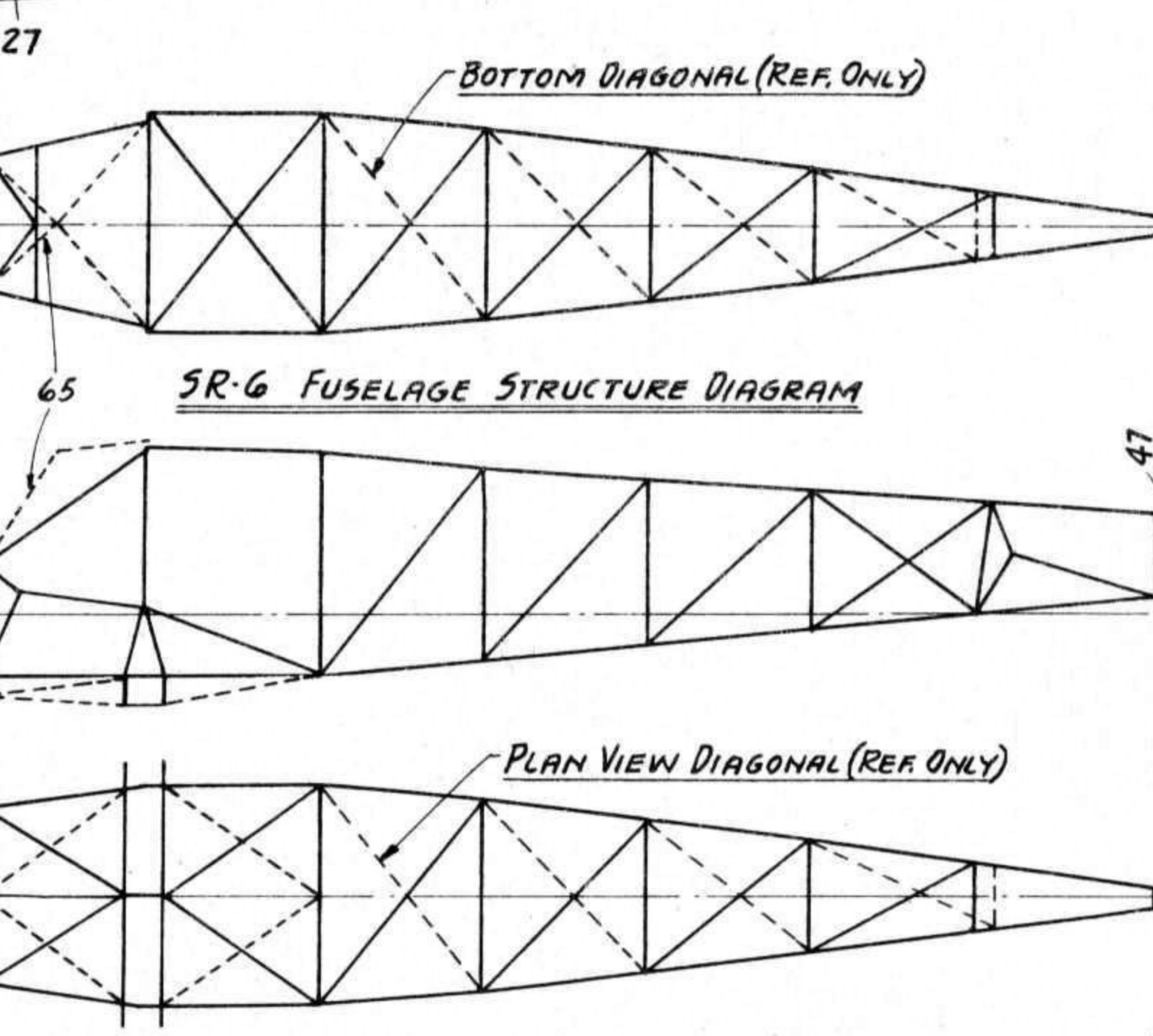
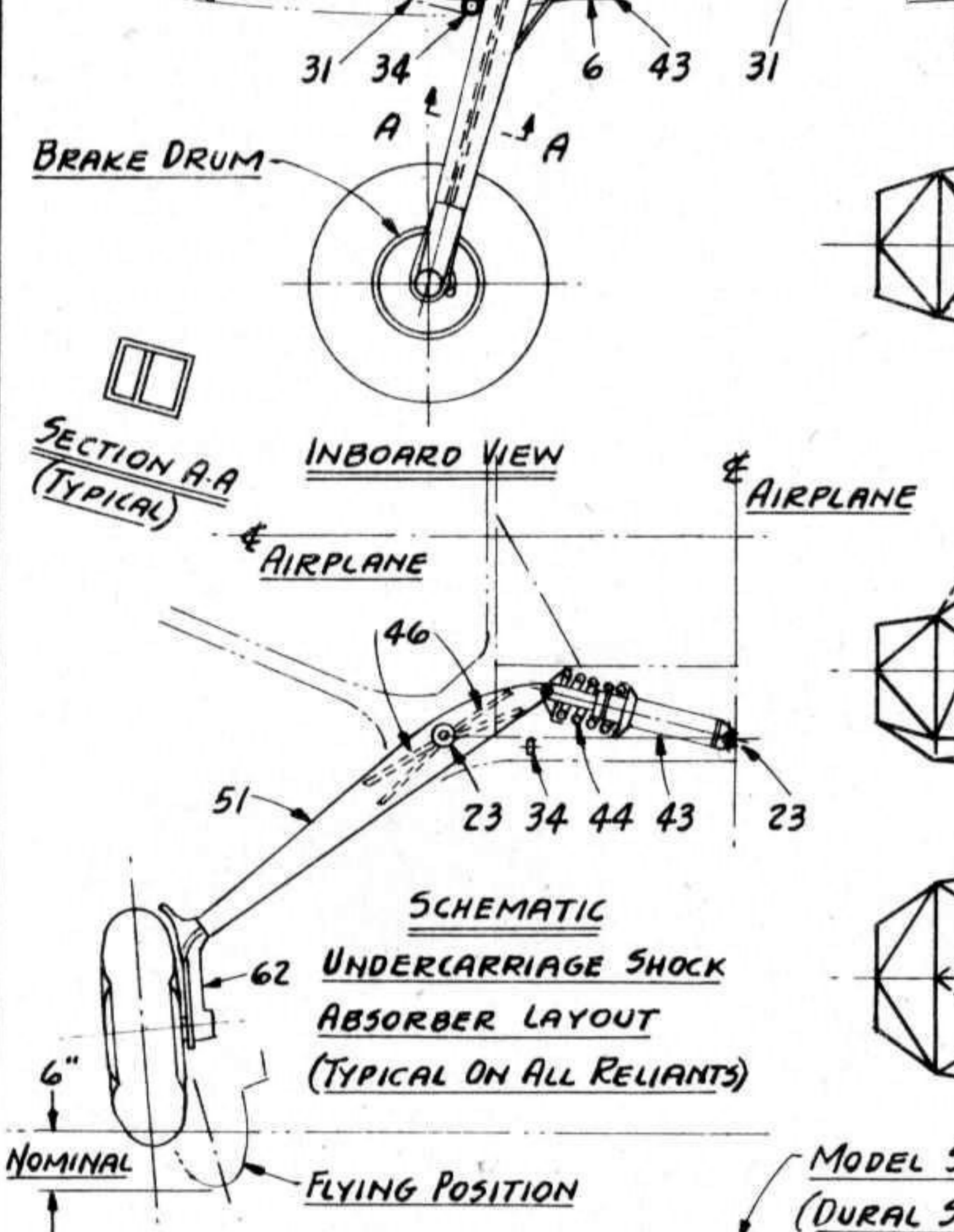
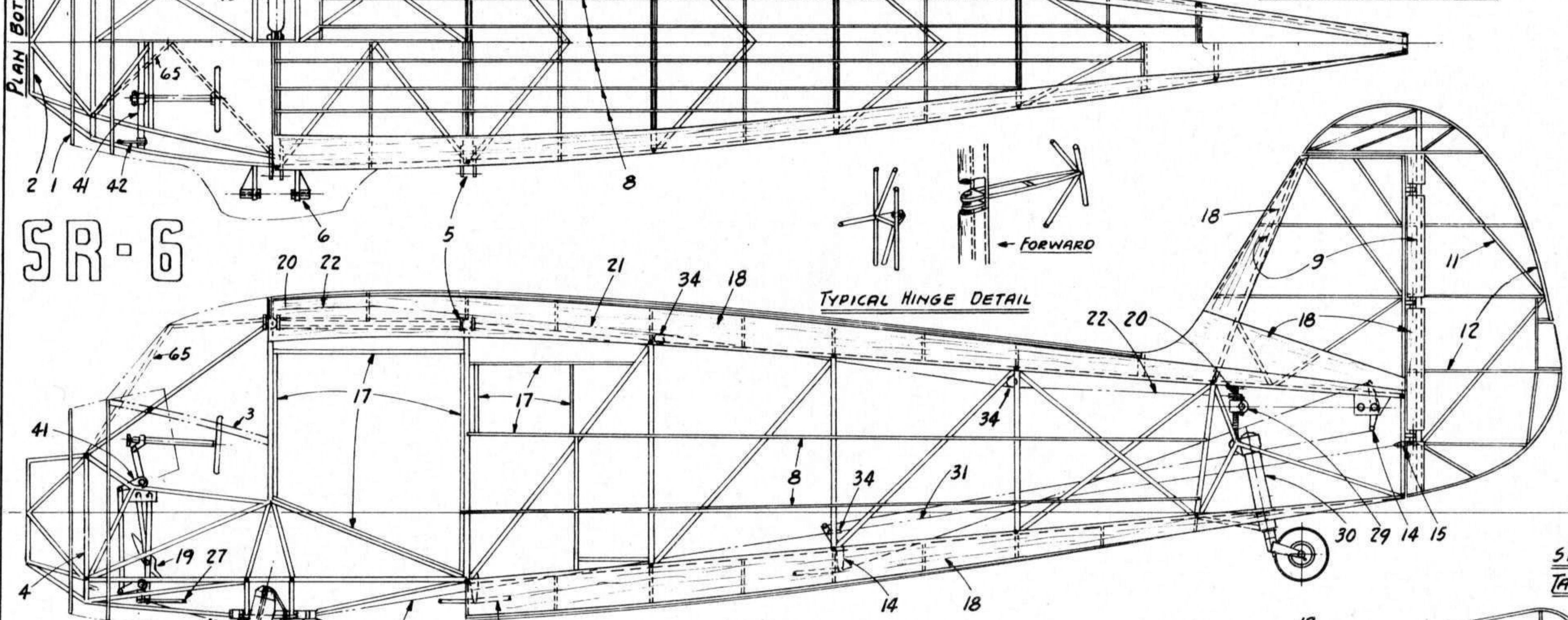
STINSON SR-5 WAS 1935 PRODUCTION RELIANT WITH 225 H.P. REAR EXHAUST LYCOMING, WHEEL PANTS, METAL FAIRING PANELS AND METAL ADJ. PITCH PROPELLER AS STANDARD EQUIPMENT. EXTRAS WERE: FENDER PANTS, RADIO, FLARES, LANDING LIGHTS, CONTROL'E. PITCH PROP., NIGHT FLYING INSTRUMENTS ALONG WITH CHOICE OF FIVE OPTIONAL ENGINE VERSIONS. FLYING CHARACTERISTIC WAS AN IMPROVEMENT OVER THE MODEL SR.

Stinson Reliant SR-5



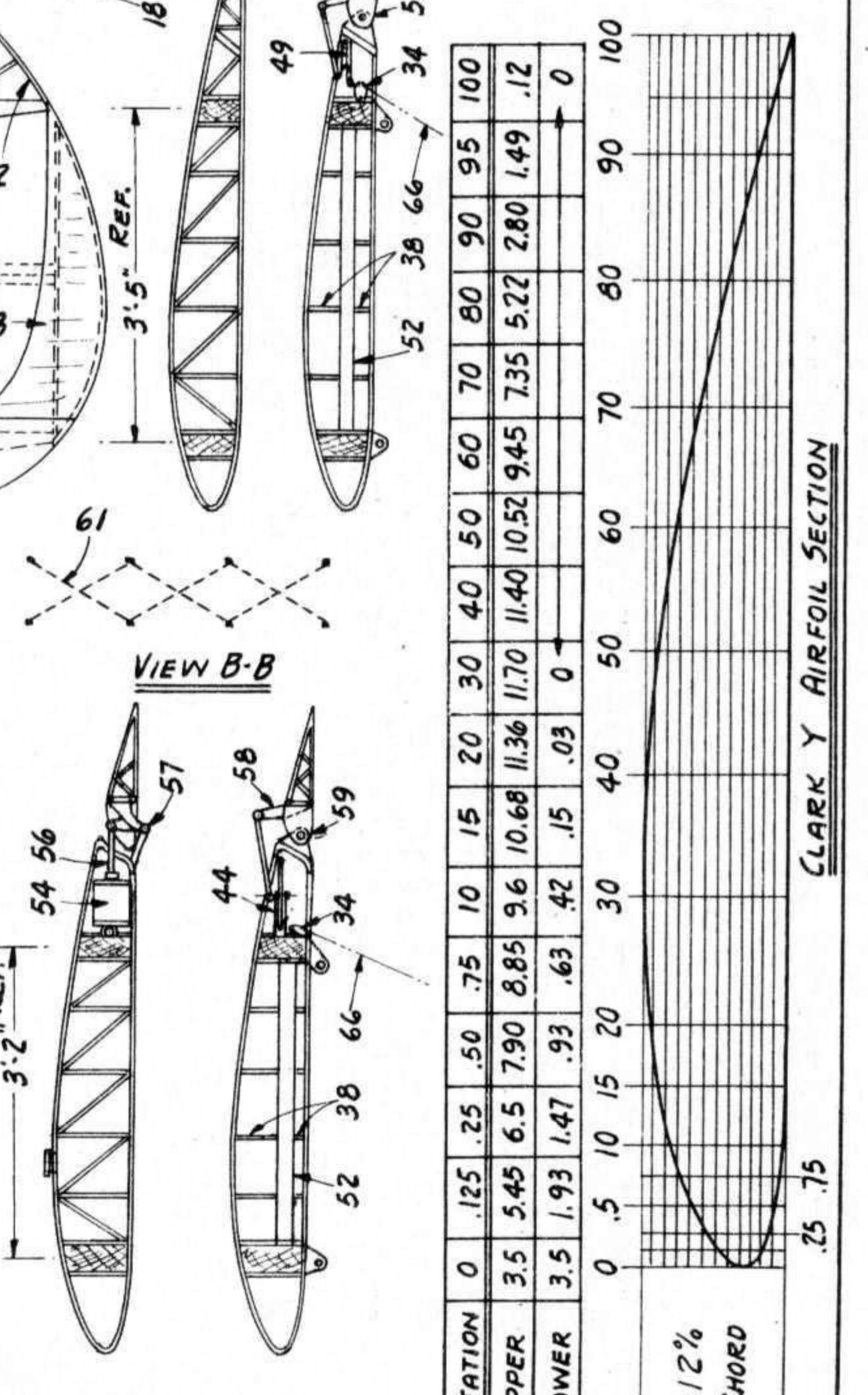
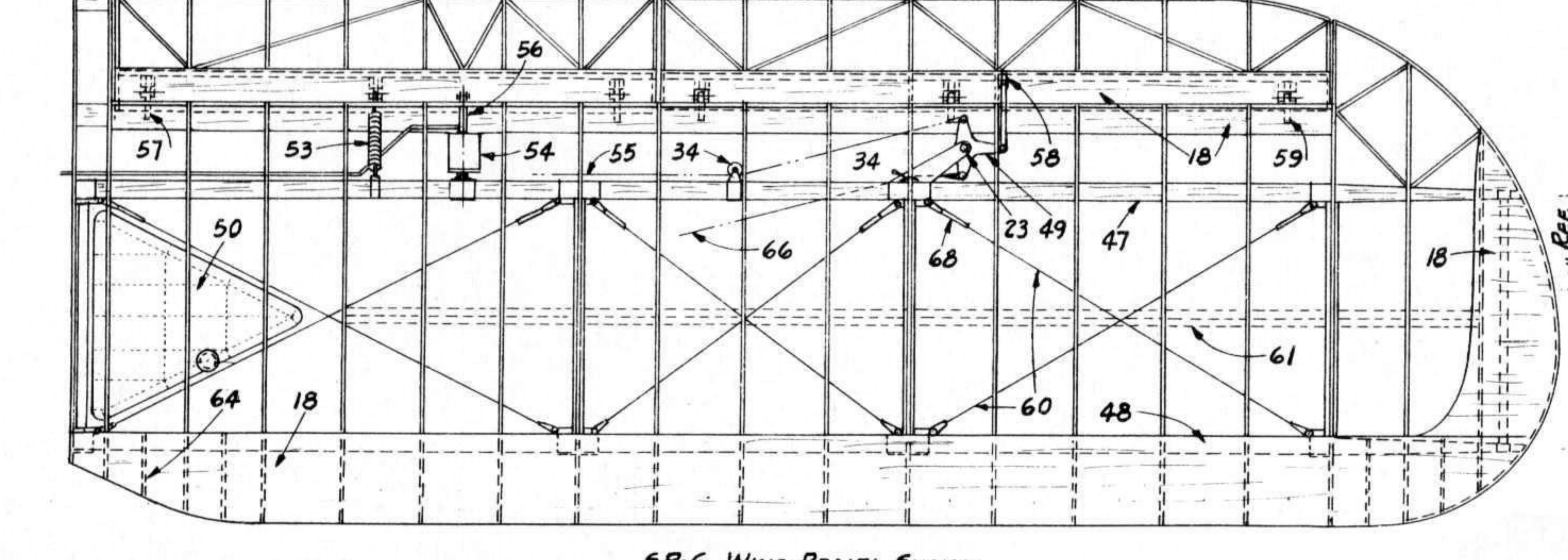
THANKS TO:
 TOM COOK, PAUL DEL GATTO, ROBERT TAYLOR,
 BURTON KEMP, FLOYD O. THOMPSON,
 NICK NESTOR, RICHARD OLERSON, GRET KLER,
 AND MANY OTHER CONTRIBUTORS.

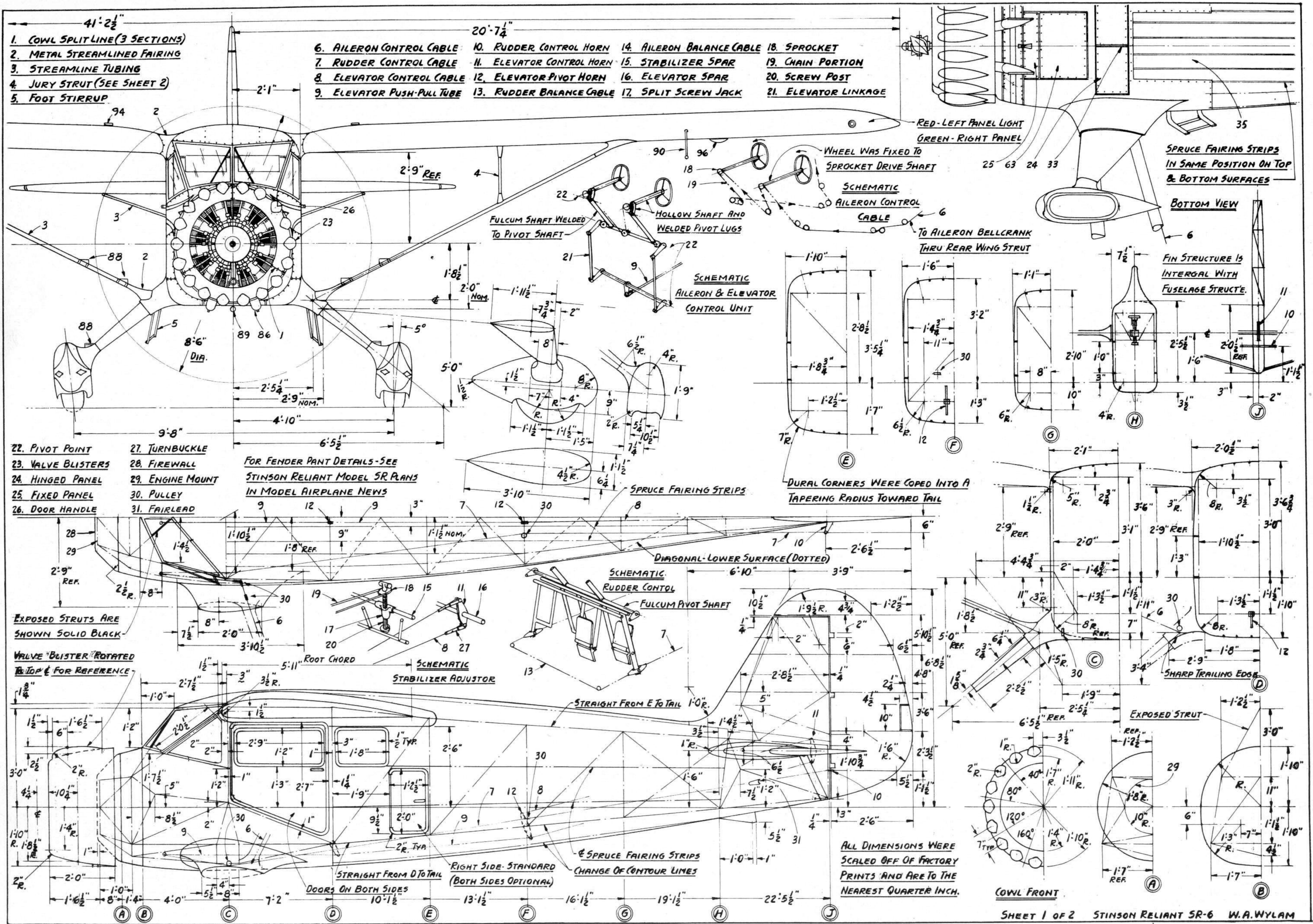
- 39. FRONT STRUT
- 40. REAR STRUT
- 41. FULCRUM SHAFT
- 42. ELEV. LINK HORN
- 43. TRUNNION PIN
- 44. REBOUND SPRING
- 45. HYDRAULIC SHOCK ABSORB.
- 46. PIVOTED TRUSS BRACE
- 47. REAR SPAR
- 48. FRONT SPAR
- 49. BELL CRANK
- 50. FUEL TANK
- 51. WELDED BOX-SECTION
- 52. COMPRESSION TUBE
- 53. FLAP REBOUND SPRING
- 54. FLAP VACUUM CYLINDER
- 55. AILERON BALANCE CABLE
- 56. FLAP CONTROL
- 57. FLAP HINGE
- 58. AILERON HORN
- 59. AILERON HINGE
- 60. TENSION WIRE
- 61. TAPE BRACING
- 62. FORGED AXLE SHAFT
- 63. AUXILIARY SPAR (WOOD)
- 64. FALSE NOSE RIB
- 65. EXPOSED STRUCTURE (REF)
- 66. AILERON CONTROL CABLE
- 67. WING PANEL BOLT
- 68. TURNBUCKLE ASSEMBLY



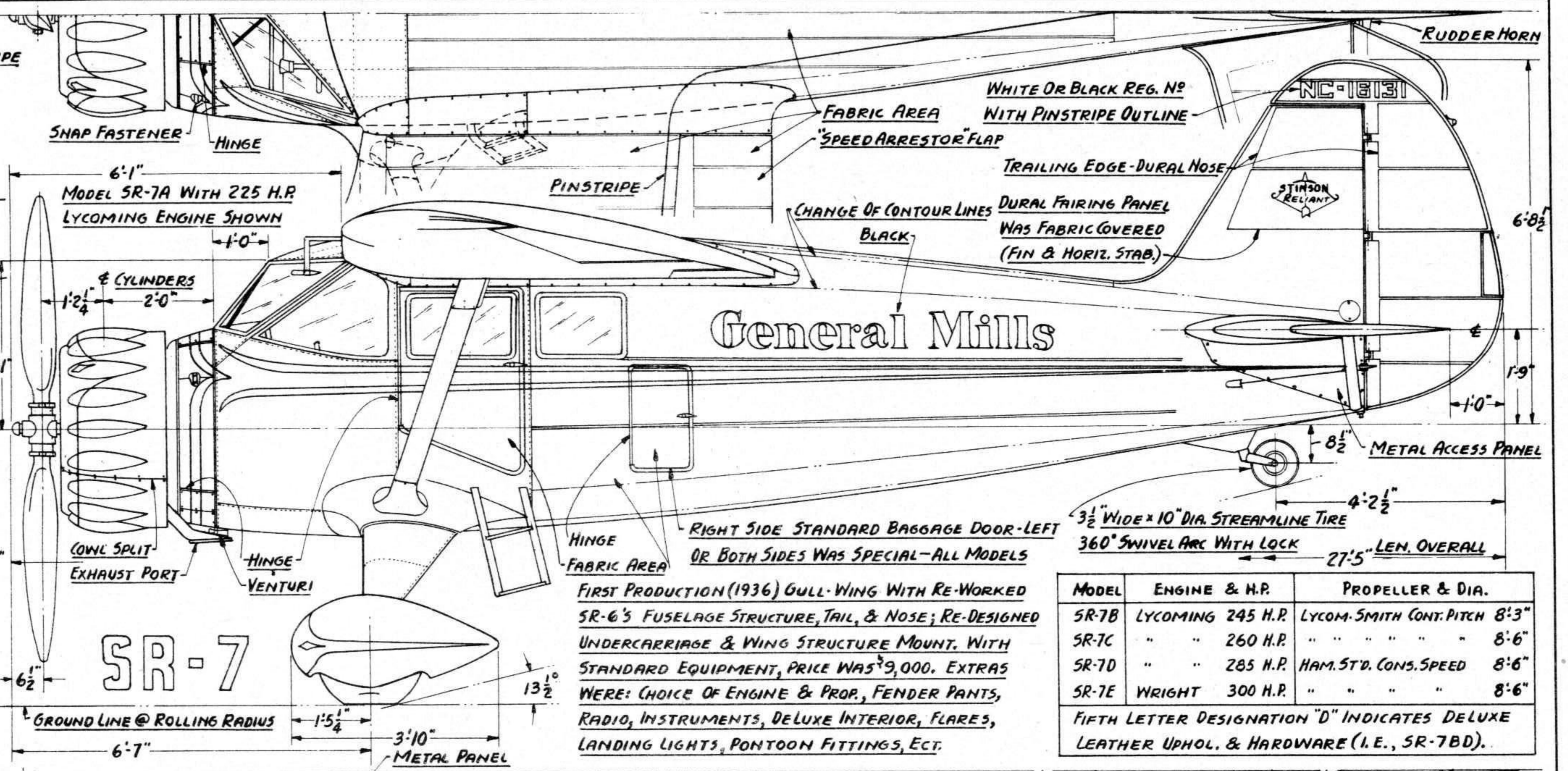
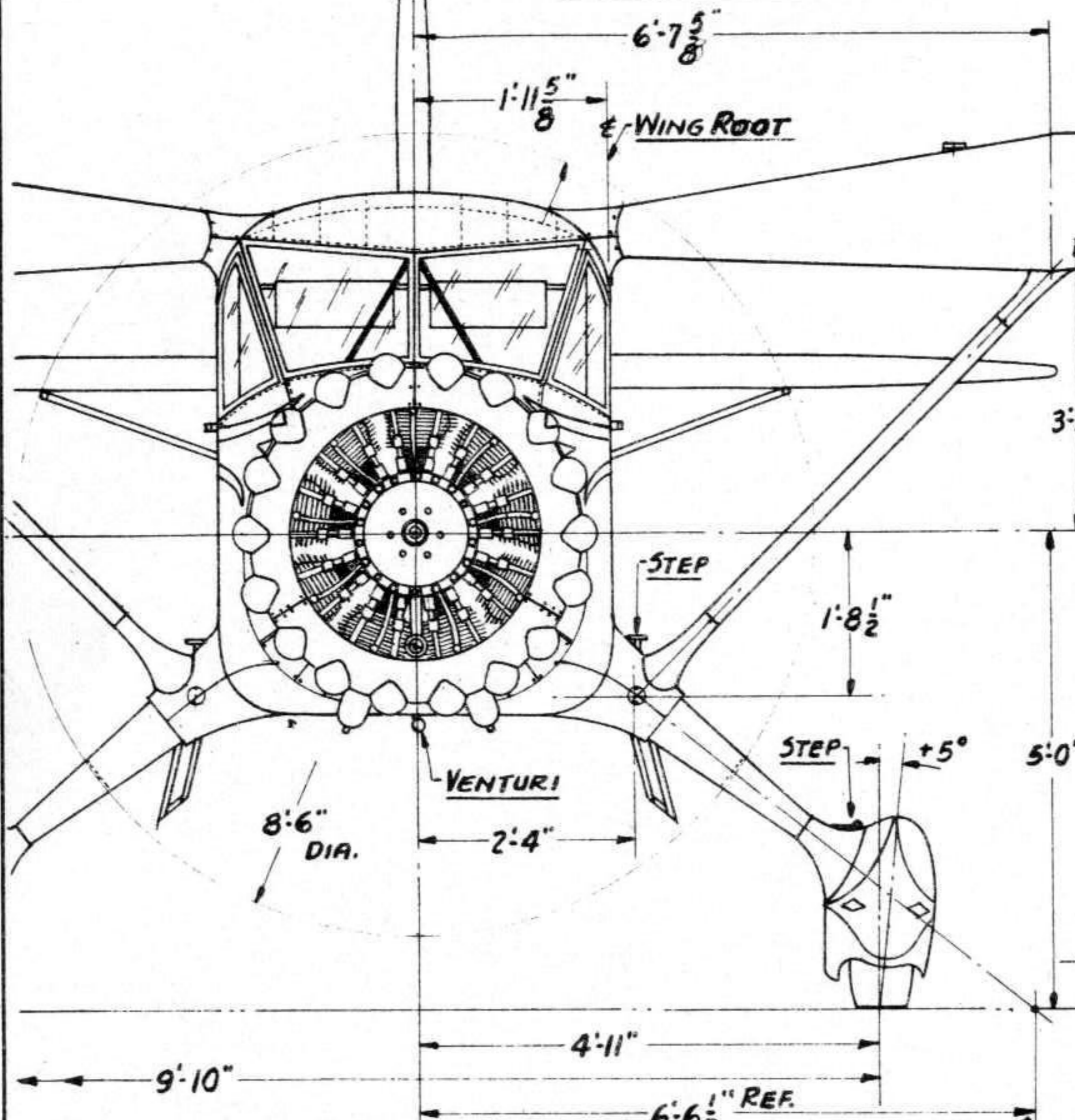
MODEL S, R, AND SR WING RIB WERE BUILT UP OF ROLLED DURAL TEE SECTION; MODEL SR-5 & SR-6 WERE BUILT UP OF DURAL TUBING THRU-OUT. BUILT-UP SPRUCE SPARS WERE ON ALL RELIANT STRAIGHT WINGS.

VACUUM CYLINDER WAS EXHAUSTED BY ELECTRIC MOTOR DRIVEN PUMP; SPRING FORCE FLAP PANEL BACK TO NEUTRAL BY VALVE RELEASE OF AIR INTO VACUUM CYLINDER.





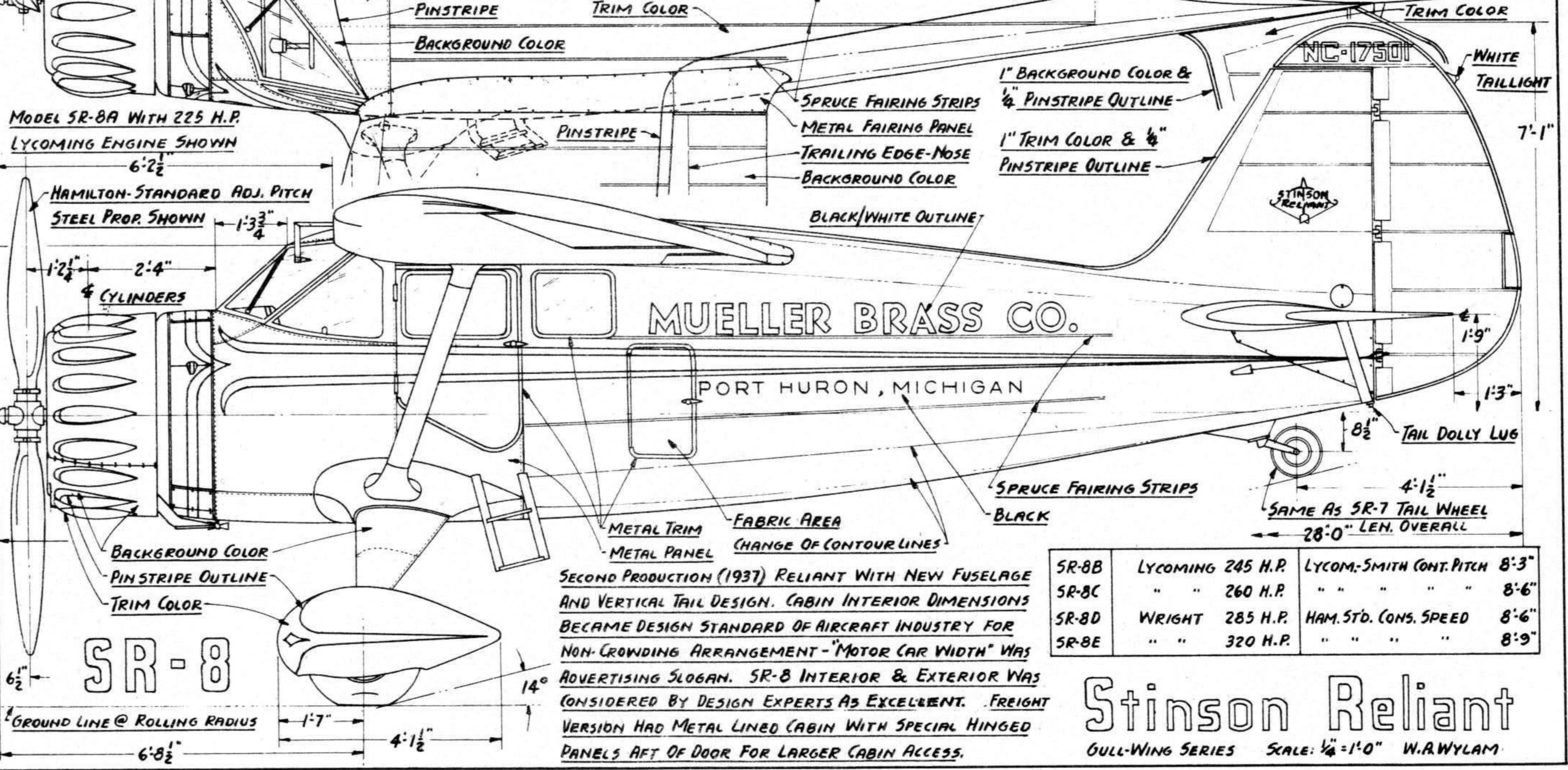
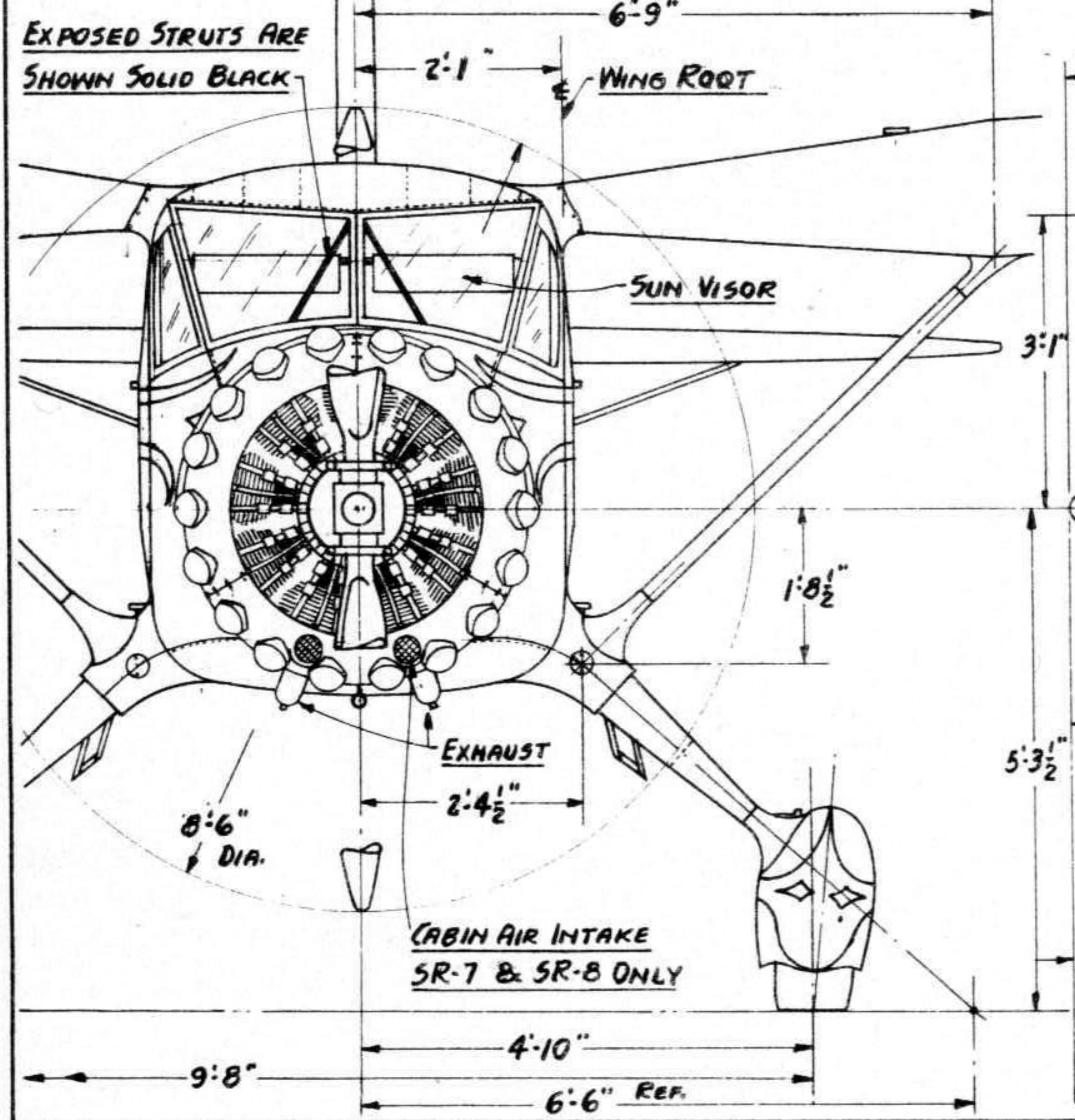
NC-16131 WAS ORANGE BACKGROUND,
SILVER-GREY TRIM COLOR & BLACK PINSTRIPE
WING SPAN-OVERALL 41'-7 1/4"
HORIZ. TAIL SPAN 13'-9"



MODEL	ENGINE & H.P.	PROPELLER & DIA.
SR-7B	LYCOMING 245 H.P.	LYCOM-SMITH CONT. PITCH 8'-3"
SR-7C	" " 260 H.P.	" " " " " 8'-6"
SR-7D	" " 285 H.P.	HAM. STD. CONS. SPEED 8'-6"
SR-7E	WRIGHT 300 H.P.	" " " " " 8'-6"

FIFTH LETTER DESIGNATION "D" INDICATES DELUXE LEATHER UPHOL. & HARDWARE (I.E., SR-7BD).

NC-17501 WAS YELLOW-BRONZE BACKGROUND,
WHITE TRIM COLOR AND BLACK PINSTRIPE
WING SPAN-OVERALL 41'-10"
HORIZ. TAIL SPAN 13'-9"



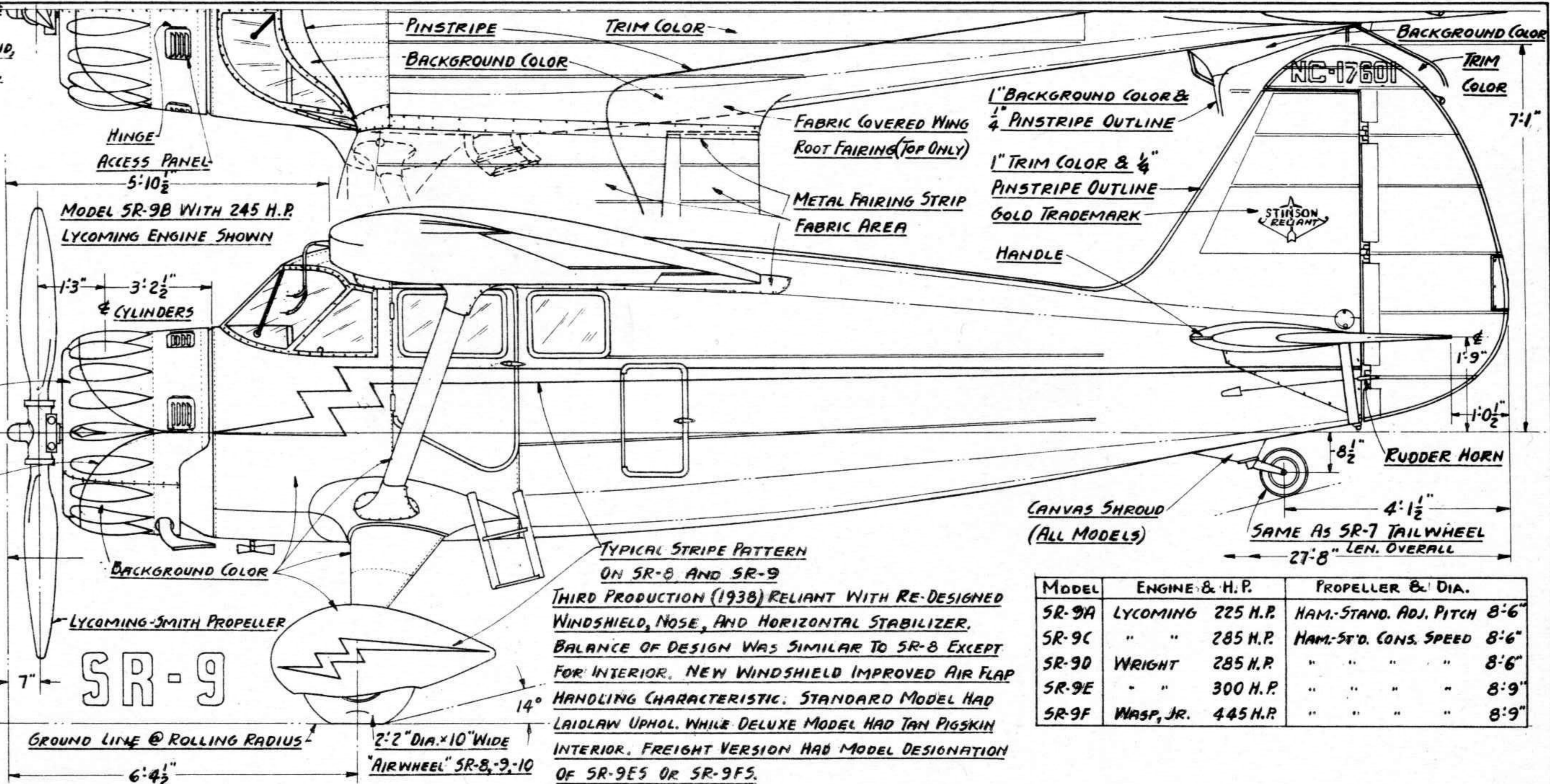
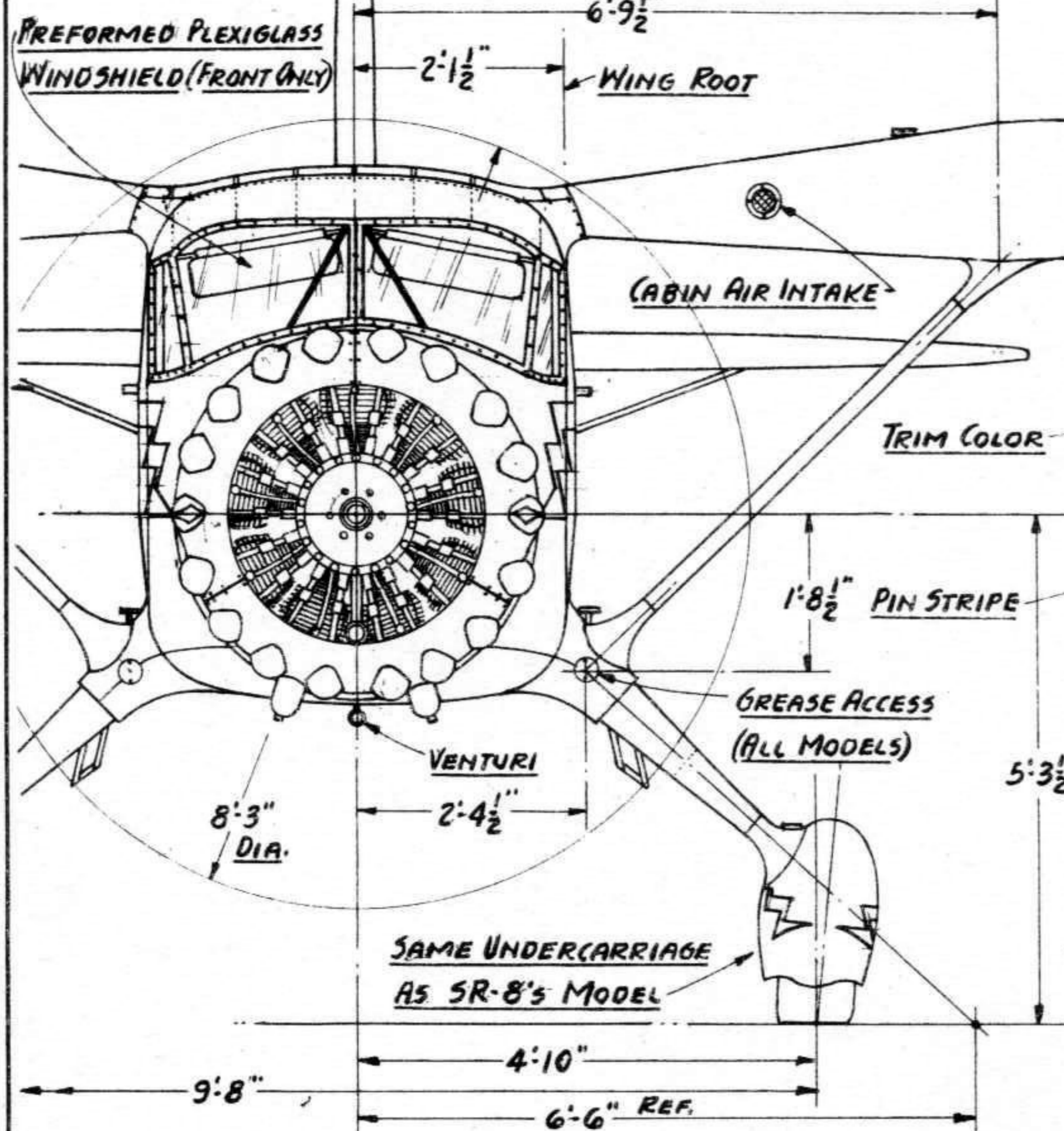
SR-8B	LYCOMING 245 H.P.	LYCOM-SMITH CONT. PITCH 8'-3"
SR-8C	" " 260 H.P.	" " " " " 8'-6"
SR-8D	WRIGHT 285 H.P.	HAM. STD. CONS. SPEED 8'-6"
SR-8E	" " 320 H.P.	" " " " " 8'-9"

Stinson Reliant
GULL-WING SERIES SCALE: 1/4" = 1'-0" W.A. WYLAM

SHEET TWO

NC-17301 WAS METALLIC RUBY RED BACKGROUND, BLACK PIN STRIPE AND DIANA CREAM TRIM COLOR.

WING SPAN-OVERALL 41'-11"
HORIZ. TAIL SPAN 14'-2"

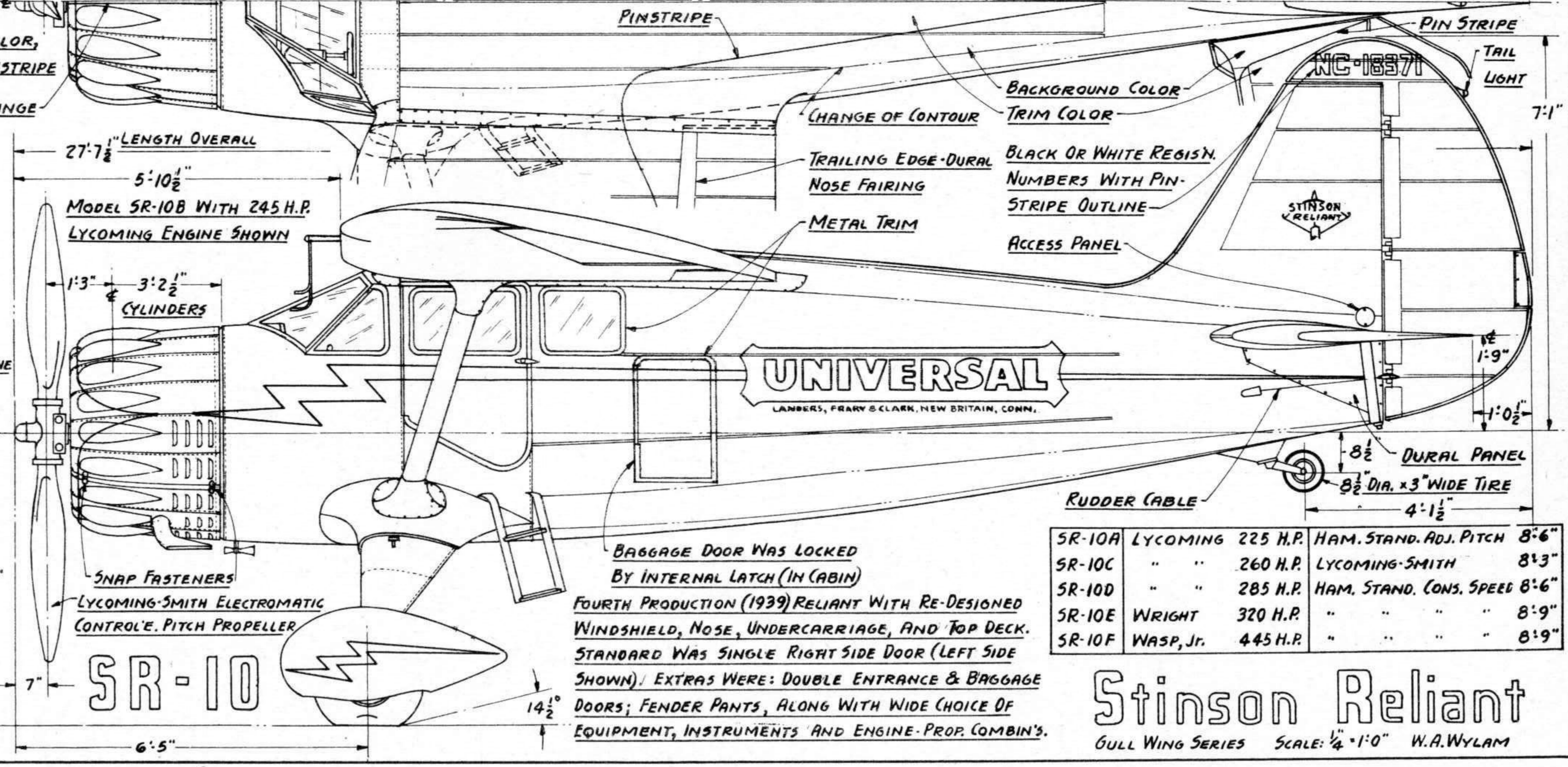
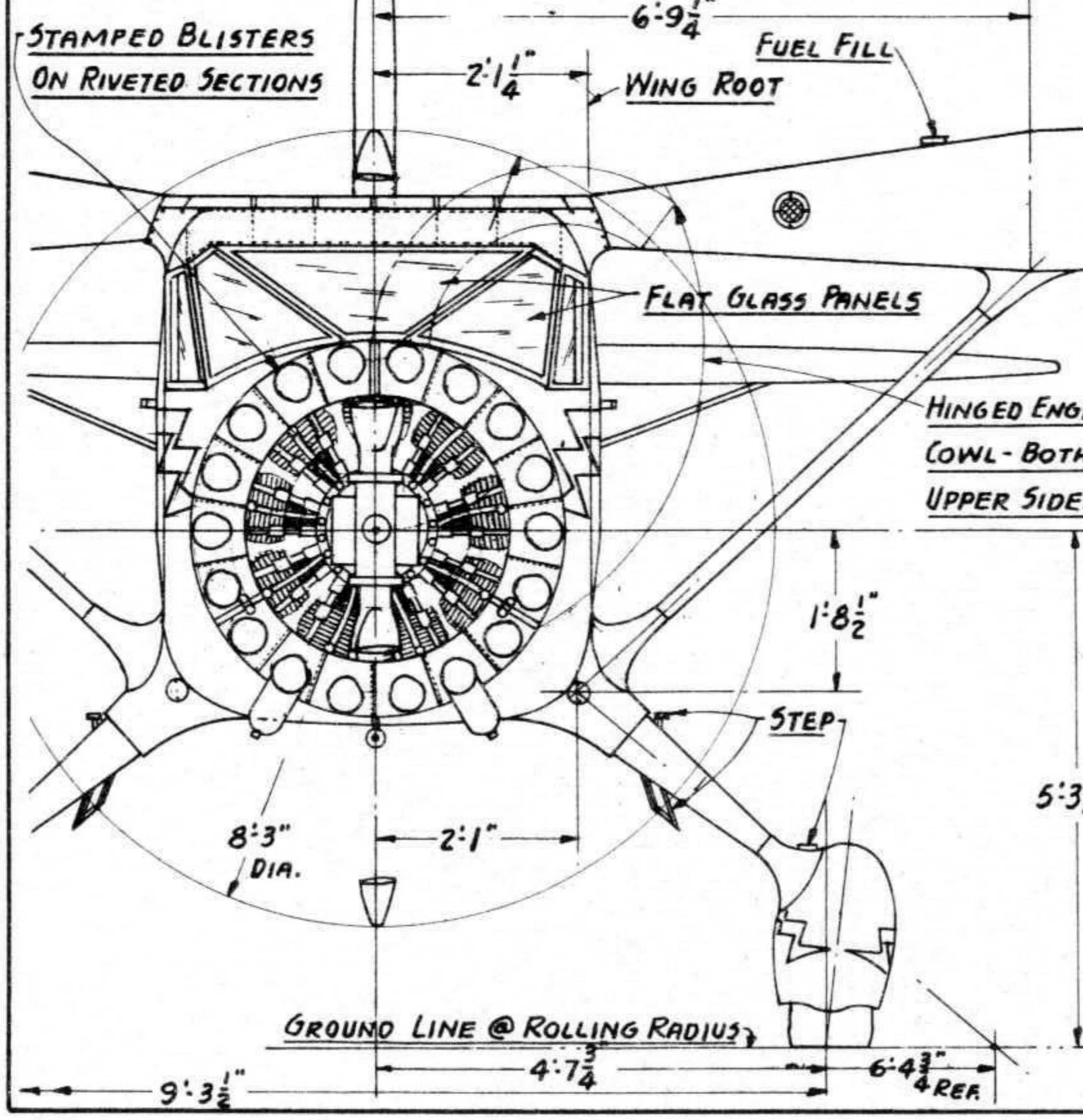


MODEL	ENGINE & H.P.	PROPELLER & DIA.
SR-9A	LYCOMING 225 H.P.	HAM. STAND. ADJ. PITCH 8'-6"
SR-9C	" " 285 H.P.	HAM. ST'D. CONS. SPEED 8'-6"
SR-9D	WRIGHT 285 H.P.	" " " " 8'-6"
SR-9E	" " 300 H.P.	" " " " 8'-9"
SR-9F	WASP, JR. 445 H.P.	" " " " 8'-9"

TYPICAL STRIPE PATTERN ON SR-8 AND SR-9
THIRD PRODUCTION (1938) RELIANT WITH RE-DESIGNED WINDSHIELD, NOSE, AND HORIZONTAL STABILIZER. BALANCE OF DESIGN WAS SIMILAR TO SR-8 EXCEPT FOR INTERIOR. NEW WINDSHIELD IMPROVED AIR FLAP HANDLING CHARACTERISTIC. STANDARD MODEL HAD LAIDLAW UPHOL. WHILE DELUXE MODEL HAD TAN PIGSKIN INTERIOR. FREIGHT VERSION HAD MODEL DESIGNATION OF SR-9ES OR SR-9FS.

NC-18371 WAS SEA GREEN BACKGROUND COLOR, GOLDEN BEIGE TRIM COLOR AND GREEN PIN STRIPE

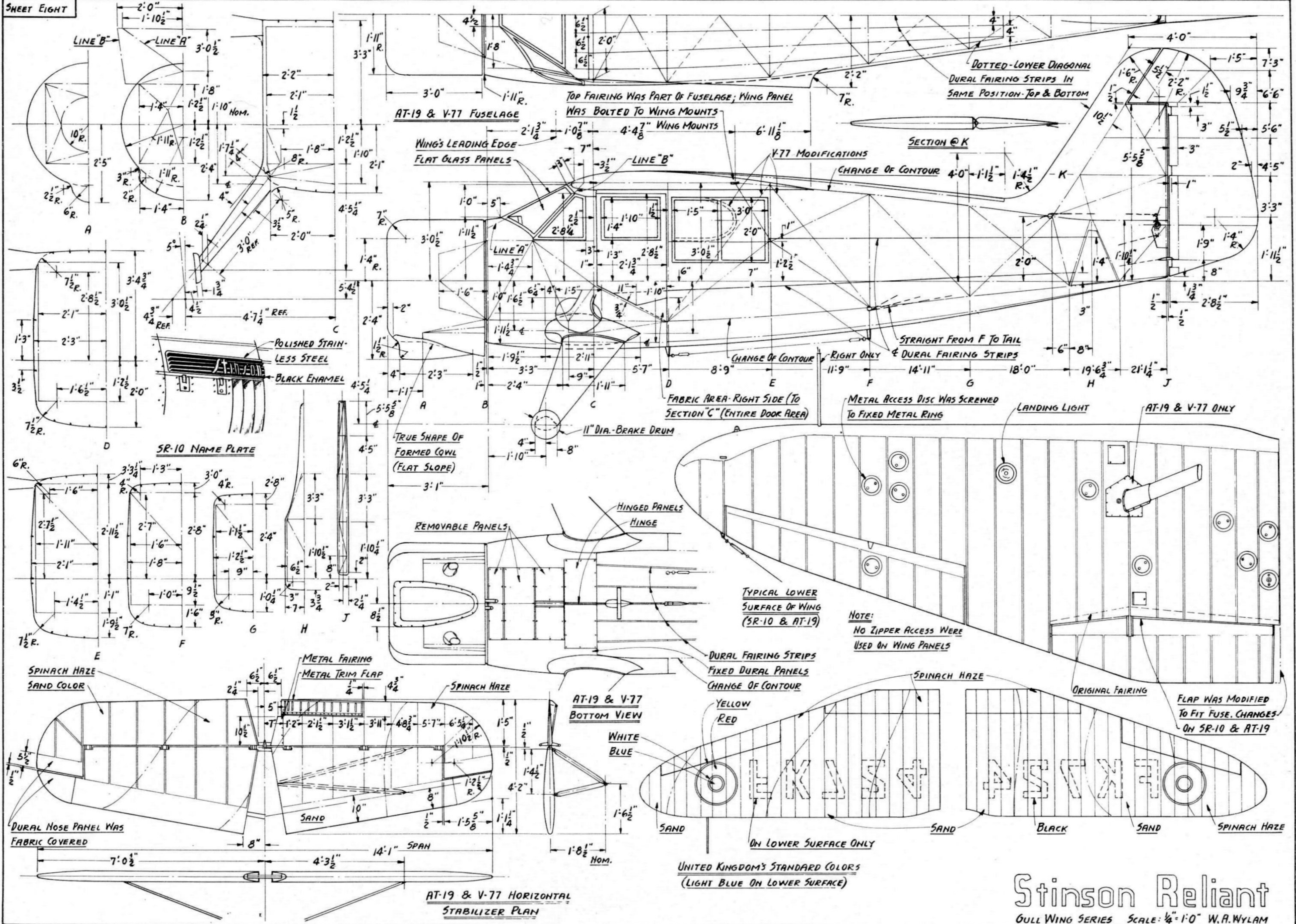
WING SPAN-OVERALL 41'-10 1/2"
HORIZ. TAIL SPAN 14'-2"



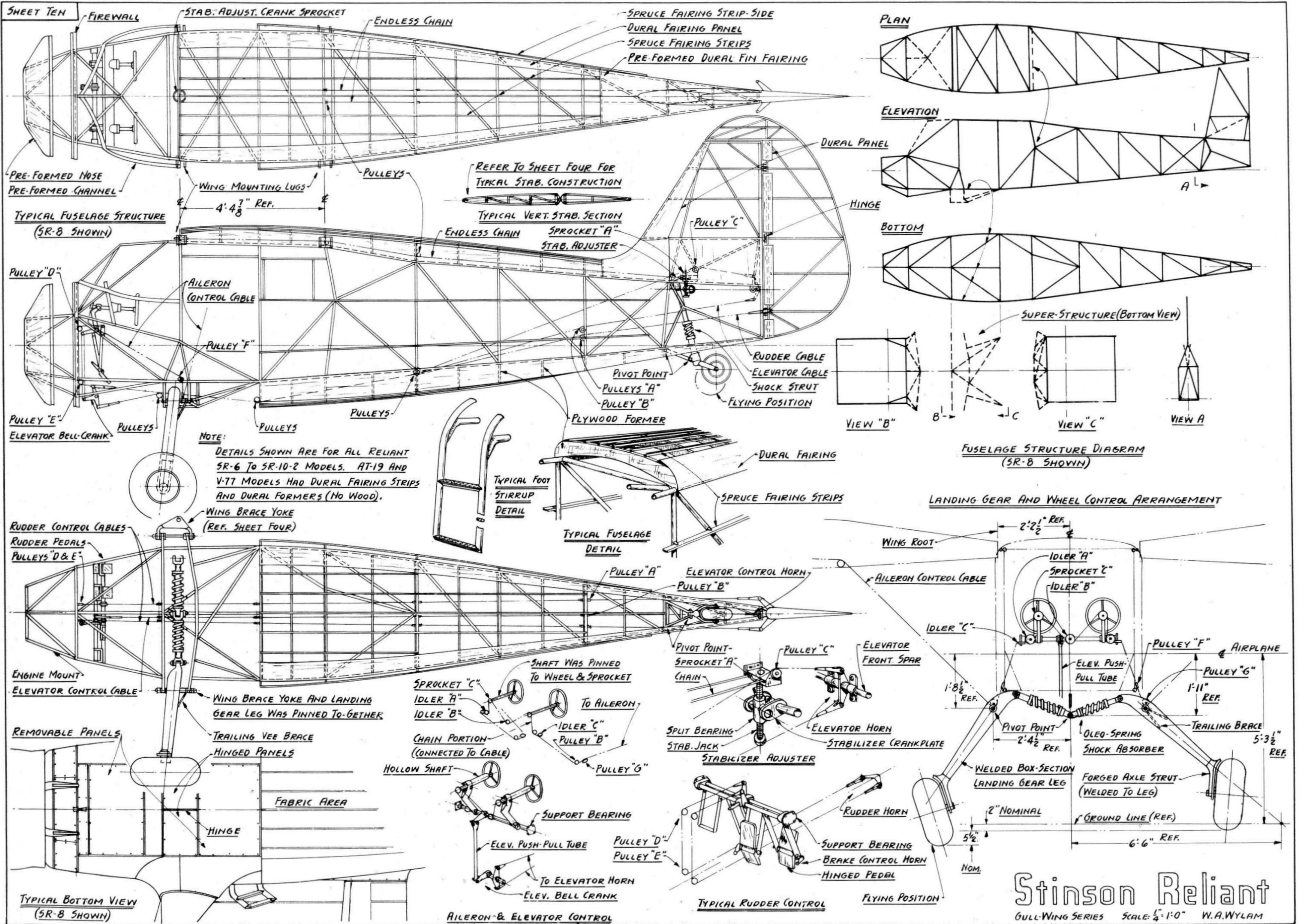
SR-10A	LYCOMING 225 H.P.	HAM. STAND. ADJ. PITCH 8'-6"
SR-10C	" " 260 H.P.	LYCOMING-SMITH 8'-3"
SR-10D	" " 285 H.P.	HAM. STAND. CONS. SPEED 8'-6"
SR-10E	WRIGHT 320 H.P.	" " " " 8'-9"
SR-10F	WASP, JR. 445 H.P.	" " " " 8'-9"

BAGGAGE DOOR WAS LOCKED BY INTERNAL LATCH (IN CABIN)
FOURTH PRODUCTION (1939) RELIANT WITH RE-DESIGNED WINDSHIELD, NOSE, UNDERCARRIAGE, AND TOP DECK. STANDARD WAS SINGLE RIGHT SIDE DOOR (LEFT SIDE SHOWN); EXTRAS WERE: DOUBLE ENTRANCE & BAGGAGE DOORS; FENDER PANTS, ALONG WITH WIDE CHOICE OF EQUIPMENT, INSTRUMENTS AND ENGINE-PROP. COMBIN'S.

Stinson Reliant
GULL WING SERIES SCALE: 1/4" = 1'-0" W.A. WYLAM



Stinson Reliant
 GULL WING SERIES SCALE: 1/4" = 1'-0" W.A. WYLAM



Stinson Reliant
 GULL-WING SERIES SCALE: 1/4" = 1'-0" W.A.WYIAM