

SERVICE LETTER

December 6, 1956

STINSON SERVICE INFORMATION LETTER NO. 73A
CONVERSION OF STINSON MODEL 108 to 108-1 OR 108-2

Many inquiries have been received regarding the conversion of Stinson Model 108 to Model 108-1 or -2.

The original Model 108 has a maximum gross weight of 2150 lbs., while the 108-1 and -2 have a maximum gross weight of 2230 lbs. The 108-2 also has the 165 h.p. engine installed. This combination of increased gross weight and higher engine h.p. required considerable re-design of the aircraft structure as follows:

1. Front spar flange revision required.
2. Front spar lower flange increased in width.
3. Rear spar upper flange reinforcement extended.
4. Rear spar lower flange reinforcement extended.
5. Front spar hinge fittings - increase in the number of attaching rivets.
6. Rear spar hinge fittings - part thickness increased.
7. Inboard drag wire terminal increased in diameter.
8. Aileron hanger gusset at rear spar - increase in number of attaching rivets.
9. Tail wheel spring modification.
10. Several major structural members in the fuselage require heavier wall thickness tubing.

The above changes are so extensive that it is not economical to convert the Model 108 to later model configuration.

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