

The Stinson 108 Voyager Factory Cost
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By Larry Westin - October 6, 2005
UPDATED - Rev B - 10/03/14 - Page 1 of 2

Information on the cost of the Stinson 108 at the factory is not that easy to obtain. Most advertising material of the time failed to include the price of the airplane. Unlike today where avionics has a major influence on final cost, Stinson 108's came from the factory with a standard radio. Only a few airplanes were delivered with extra radio, such as a marker beacon receiver.

There were options which changed the price, especially if the airplane was delivered from the factory with a float kit, a two position propeller, stall warning (only available on later production model 108-3's from the factory) or other options. Three different instrument panels were available and installation of either of the two advanced panels increased the cost.

Here are the base Stinson factory prices I am aware of for the base airplane:

Model	Year	Base Cost
108	1946	\$5,495
108-1	1947	\$5,745
108-2	1947	\$5,745
108-3	1948	\$6,289

William T. Piper says in his book "Private Flying Today and Tomorrow," copyrighted 1949, and showing a 108-3, says the price of the 108-3 voyager was \$ 6,444, and for the 108-3 Flying Station Wagon the cost is \$ 6,484. The small \$40 increase for the Station Wagon model seems to explain why the Station Wagon was produced by far in greater numbers than the Voyager version. In the Piper book it is labeled a Stinson, not a Piper, even though by 1949 Piper owned and sold Stinson 108-3's, so the costs shown are probably what Piper was selling the Piper-Stinson for in 1949.

At this same time the Cessna 170 sold for slightly under \$ 6,000, had an all metal fuselage, with fabric covered wings (later Cessna 170's were all metal). The Cessna 190 and 195 were priced at about \$13,000 to \$15,000. The Piper Clipper was priced at \$2,995, the lowest cost 4 place airplane, and also the lowest powered 4 place airplane.

Remember the costs shown are in late 1940's dollars. Today buying an airworthy Stinson model 108 will cost you far more than the factory costs in the late 1940's.

If you have corrections or additional information about Stinson 108 cost, especially the

cost of options, please contact me.

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