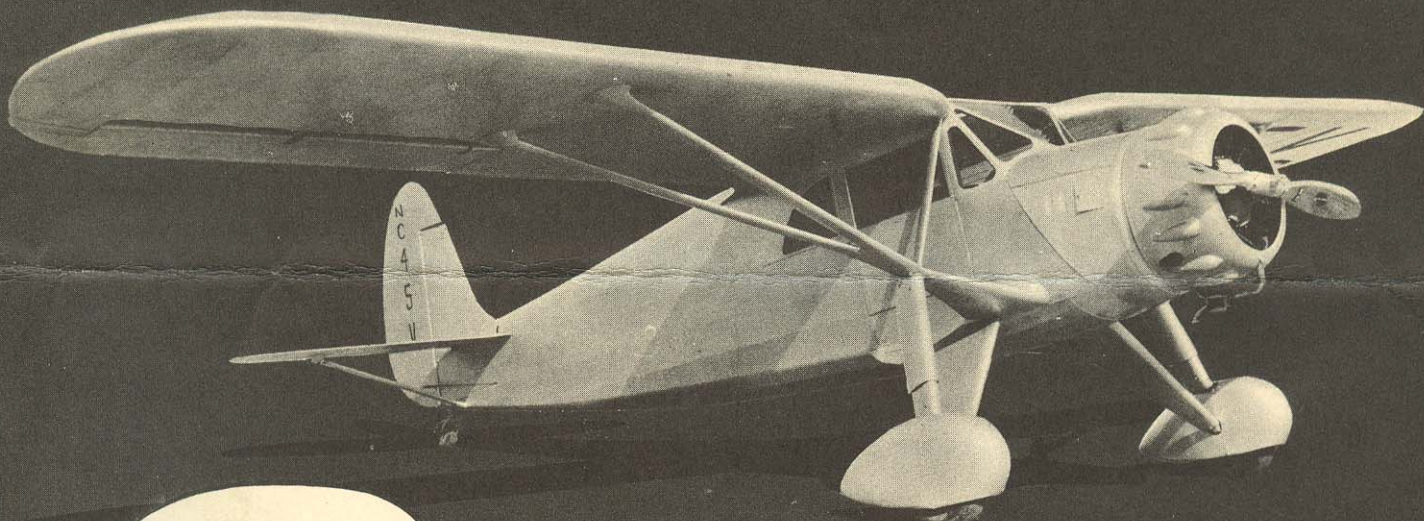


Fairchild's Answer to the Private Owner...



The New Fairchild Cabin

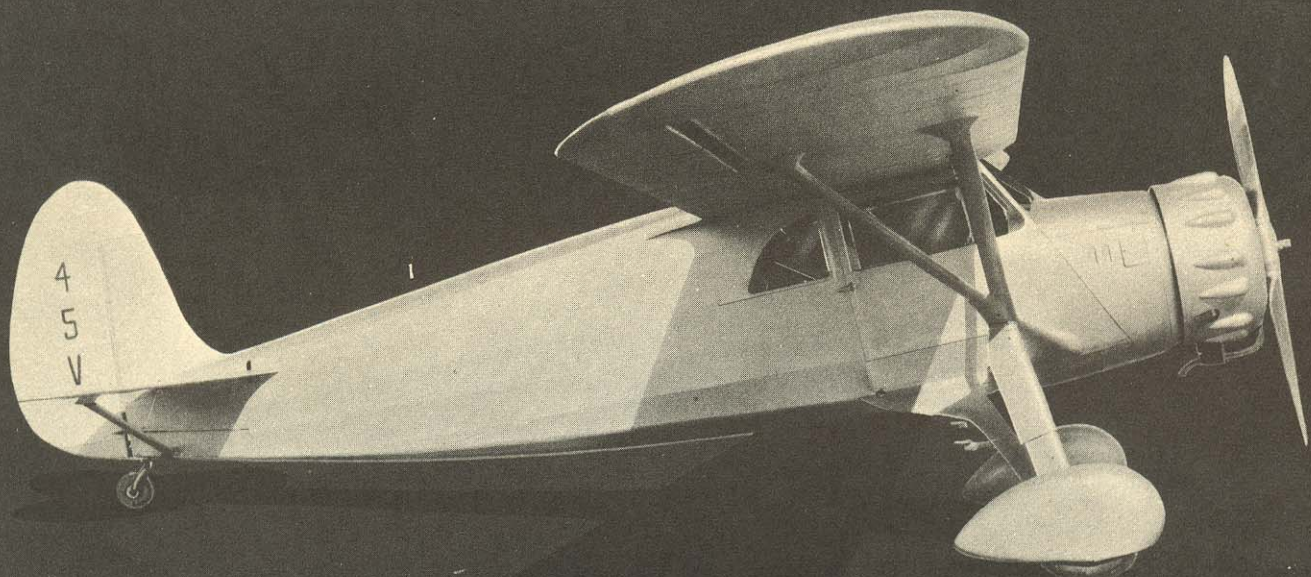
Nearly a decade ago, the first Fairchild airplane was built in a plant purchased from Lawrence Sperry. It was powered with a war-time OX motor...and enjoyed the distinction of pioneering the trail for all modern cabin ships as it was the first cabin monoplane with the pilot seat forward and inside.

In 1926 this ship flew in the Ford Reliability Tour. Subsequently it had more power added and was developed into the now famous line of Fairchild cabin monoplanes including the well-known FC-2 and 71... both of which have seen service in all parts of the world.

In the next three years, these planes made history. A 71 was used by Collyer and Mears in their world flight in 1928. Admiral Byrd's 71... "The Stars and Stripes" was the first airplane to fly over the Antarctic. And, in 1929, when these cabin monoplanes were the original equipment for transport operations throughout North and South America, the still unchallenged record of selling three and one half million dollars worth of commercial airplanes in one year was made.

In the past seven years, Approved Type Certificates for 23 different Fairchild airplanes have been granted by the Department of Commerce...conclusive evidence that every move of the Fairchild organization has been characterized by a thoroughness of engineering and precision of manufacture. Only recently, Pan American Airways... besides contracting for a flotilla of specially designed, record-speed 10-place Fairchild Amphibian passenger liners...also ordered four Fairchild 71s, convincing proof that even five years after its development, this ship is outstanding in ruggedness for operation in isolated territories.

And now in 1934, we are still pioneering. In answer to a nationwide demand for a cabin plane that combined speed and economy and roominess, we are presenting the new Cabin "24". To the private owner market in America we offer this ship - our latest and most brilliant achievement - a ship that is not experimental or unproven, but a plane with ten years of engineering and manufacturing experience behind it.



Unequaled Economy.... Quality.... and Performance

During the past three years, owners and potential owners of airplanes have become economy conscious.

Instead of ignoring the operation cost of the desired airplane, the careful buyer today considers the cost of gas and oil just as thoughtfully as he does the purchase price, the performance, and the construction features.

Until now the prospective airplane purchaser has had hardly any choice on the subject of economical operation if he desired something roomier than a 2-place ship. He was limited to engines of 210 H.P. and up...with a gas and oil cost that could not be figured at less than four dollars per hour. Inasmuch as roominess and speed could not be secured in a closed plane at any lower figure...the would-be owner had to either reconcile himself to this figure or else just stand by and watch more financially fortunate individuals enjoy the pleasure he longed for.

Fairchild, however, has changed this picture completely. Many years of brilliant pioneering have enabled Fairchild engineers to create a ship that combines the economy and speed of the small, racing type two-seater with the size and roominess and weight-carrying ability so essential for private owner operation. Here is a plane that cruises three people in motor-car comfort at 125 m.p.h...and yet is so arranged that two can take enough luggage, golf-bags, guns and fishing tackle for a month's vacation...and still ride in companionable, spring-cushioned ease - side-by-side...600 miles in one jump on only 40 gallons of fuel.

To fully appreciate this achievement, we need only compare the figures on the engines used on the standard four-place cabin planes with the actual operation cost of the Warner Super-Scarab.

	J.	C.	L.	Warner
Gallons per hour	12.....	12.5.....	12.5.....	8.5
Oil per hr. (qts.)	1.....	1.....	1.....	$\frac{1}{2}$
* Cost per hour	\$4.00.....	\$4.15.....	\$4.15.....	\$2.75

(* Gas is figured at 30¢ per gallon; oil at 40 cents a quart)

Considering the fact that the difference in speed between the standard 4-place cabin ships and the new Fairchild is in most instances in favor of Fairchild, this cost per hour is most remarkable.

In a year's time, a cabin-ship owner may fly from 250 to 500 hours...if he really utilizes its transportation facilities. Five hundred hours on the Fairchild...represent a saving of \$625.00 to \$700.00...the price of a snappy, new automobile.

In 3 years time, the aggregate fuel cost on the Fairchild will be \$1500 to \$2000 lower than on the others...in spite of the fact that the ship has travelled just as far or farther... at a speed surpassing most of them. In one instance, a direct comparison puts the Fairchild 9000 miles farther in 1500 hours...for \$2100 less outlay for gas and oil...besides limiting the higher-powered ship to three passengers in order to duplicate the Fairchild's cruising range.

Another angle...which may prove even more interesting to you...is the fact that you can spend an equal amount for gas and oil but get more pleasure or transportation for the same money in a Fairchild cabin. Five hundred dollars per year will give you about 120 hours in the average 4-place cabin...but it will give you and your family or friends 180 hours in the Fairchild. Sixty added hours...7500 miles...twice across the continent...at no added cost.

Can you...regardless of your bank roll...afford to ignore these facts?

Hidden Values

In several respects this new Fairchild Cabin is quite a paradox. Ordinarily a low operating cost is seldom combined with high speed. This ship, however, operates for about 2¢ per mile...yet cruises as fast or faster than the 4¢ per mile cabin jobs.

Even more incredible, though, is the low initial cost when compared to the many unique engineering and construction features incorporated in this plane.

The Fairchild Cabin has stepped far ahead of others in quality. To assure faultless performance and long life, Fairchild engineers have not only used the finest materials obtainable, but have embodied construction features and methods utilized by no other production airplane available to the general public today!

It is only possible to list the many hidden values on this remarkable plane...values that combine themselves into a mechanism as sturdy as a pursuit ship, yet as sensitive as a many-jeweled watch...values that add hundreds of hours of vibrant life, and save scores of hours (and dollars) in repairs and maintenance...values, that if built into other ships, at a necessarily higher price, would make a cost comparison almost seem ludicrous:

Unmatched Performance

- 1) What other plane has a full ball-bearing control system...every hinge on ailerons, rudder, elevators and the entire internal control arrangement encased in grease-sealed, self-aligning ball-bearings (32 in all) to secure "finger tip" ease of movement and assure a maintenance-free permanency?
- 2) What other plane has all the metal fittings in wings, struts and landing gear cadmium plated...a special electro-metallurgical process requiring expensive equipment, but insuring the owner against rust and corrosion?
- 3) What other fuselage has been sand-blasted before being doped...to show up tubing or welding flaws...and then coated with a specially prepared aluminumized oxide to prevent the ravages of climate, salt-water and weather?
- 4) In what other wings can you find metal compression struts and aileron brackets that have been baked with enamel...the same as kitchen-ware...to avoid rusting?
- 5) In what automotive vehicle of any kind will you find important metal parts...like lift-strut-wing connections, bay trusses and center section spar-fittings... corrosion-proofed by an ultra-modern anodic treatment in which an electro-chemical reaction between the metal and carefully heated chromic acid results in a preliminary oxidation and electrolytic coating that renders it as immune to weather as platinum?
- 6) What other aircraft manufacturers undergo the expense of acquiring special machinery to definitely ascertain the exact tension or compression strength of every weight loaded part of the plane...every strut, truss and tube...in wings, fuselage or landing gear?

These are some of the hidden values in the new Fairchild cabin...values that are more important than luxurious cabin accessories which in no way indicate the quality and workmanship in the non-visible structure.

Fairchild believes in quality throughout...a quality that will spell superiority for Fairchild planes. Though inner quality is the prime consideration, the externals are by no means neglected as is evidenced by the glossy, mirror-like finish, the spring-cushioned, leather-upholstered seats with chrome-plated frames...the specially designed and completely equipped magnesium alloy instrument panel...the one-piece frame, safety glass windshield and windshield-wiper and overhead sunshades...the chrome-plated dual controls and x-ray examined brake-pedals...the complete streamlining on landing gear, lift-struts and wing-fittings...the full N.A.C.A. cowl with its deep, built-on-rocker-box hats...the parking brake, semi-balloon wheels and streamlined, "shimmy"-proof tail wheel...and the long travel oleo landing gear with its bronze bushings, 9 ft. 3 in. tread, and internally bulk-headed wheel streamlines.

Is there any wonder that fliers all over the world will inevitably tell you, "You can't go wrong with a Fairchild!"

It takes only one ten-minute hop in the new Fairchild cabin to literally make you applaud its splendid flying characteristics.

A half-dozen hops will make you firmly declare that most any novice could get behind the stick and land it on three points with about thirty minutes practice. It is an easily demonstrated fact that this plane...though a full-sized, three-place cabin... is easier to land than any ship of any type in production today.

Immediately after a short, quick, fast-climbing take-off, a few turns on the conveniently located stabilizer control bring the plane to normal horizontal position. The throttle is eased back to cruising speed - 125 m.p.h. From then on, the controls are only necessary when a directional change is desired. The absolute stability makes hands-off flying the rule rather than the exception. This inherent balance is not only lateral...it is just as perfect longitudinally and directionally. In fact, it seems almost uncanny. Yet despite this extreme stability, the plane has such a marvelous control that it is quick and eager in response to the slightest touch...and will stunt with the best of them.

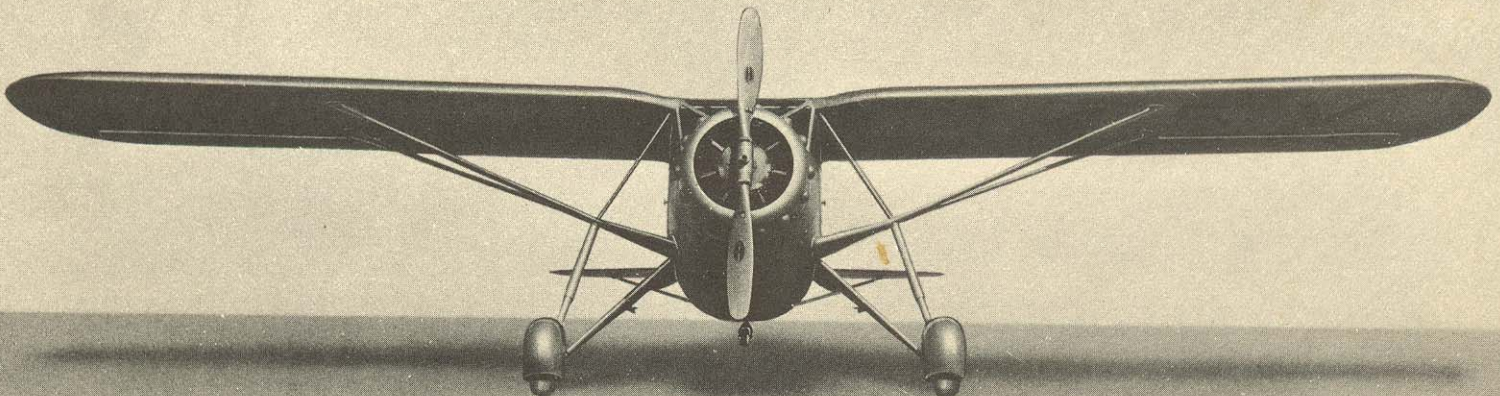
Upon leveling off, an involuntary exclamation will come to your lips. What visibility! You can look straight ahead and see everything. Like looking through the windshield of your car! The motor is below you...nothing obstructs your view. A brand-new sensation...one that makes flying more pleasant than it's ever been before.

After a few minutes of relaxed amazement, you push the throttle forward again. 130, 135, 140, 145 miles per hour. Yet no vibration from the motor in its radial, molded-rubber mountings...no quivering or shaking. You whip the ship around a bit...slow or fast...long, lazy loops or steep power dives. There is no vibration, no strain, no wing deflection, no fear...just a feeling of strength and sturdiness.

You retard the throttle completely. The sealpak insulated cabin becomes even more quiet. The ship slows down as you keep it perfectly horizontal. The airspeed shows 60, 50, 40...and still that same perfect balance. Dumbfounded, you pull the stick completely back...as far as it will go. Instead of a neck-jerking whipstall or lurching spin...you only settle slowly, slowly...740 per minute...slower than a parachute...with the wings perfectly horizontal and the ship in absolute control. You can even rock the wings! (This feature is the result of a unique aileron-slot arrangement that intensifies the airflow over the top surface when the aileron is at an upward angle.)

You head for the circle on the field. You can see it plainly, straight ahead. You don't have to slip or skid to look at your landing spot. You're just above the ground. You'll swear you could nearly run that fast! The wheels touch gently...in a few more feet you've stopped.

And, still some people claim all airplanes are dangerous!



Specifications

All performance data has been obtained under full load conditions at sea level

Power Plant

Warner Super-Scarab
145 H.P. @ 2150 R.P.M.
Fuel Capacity, 40 gallons

Normal range, 550 to 600 miles
Fuel consumption at cruising speed, 8.5 gallons per hour
Diameter of propeller, 91 in.

Weights

Wing loading (per sq.ft.) 11.55 lbs.
Power loading (per H.P.) 14 lbs.
Empty weight 1354 lbs.
Normal Useful Load 796 lbs.

Normal gross weight, 2150 lbs.
Baggage allowance with two persons - app. 200 lbs.
With three - from 25 to 75 lbs.

Performance

High speed, 140 m.p.h. to 145 m.p.h. depending on propeller
Cruising speed, 120 to 126 m.p.h.

Landing speed, 40-45 m.p.h.
Climb at sea level, 750 ft.p.m.
Service ceiling, 20,000 ft.

Dimensions

Span 36 ft. 4 in.

Length over all ... 23 ft. 9 in.
Height over all, 7 ft. 2½ in.

Areas (Square Feet)

Wing 186
Aileron 17
Fin 4.1

Stabilizer 16
Elevators 13.85
Rudder 9.4

Wings

The wing section used is the N22 developed by the U. S. Navy. Spars are of routed spruce, 1½ inches thick, reinforced at external fitting points with plywood laminations. Spars are inter-connected by a combination of duralumin and rigid steel N-struts and ¼ in. square drag wires. Leading edges of plywood and the trailing edge of an aluminum alloy closed section to prevent fabric sag.

Ailerons

Constructed of heavy sheet aluminum alloy and fabric covered with leading edge reinforced by built-in nose bulkheads. Statically and aerodynamically balanced.

Fuselage

Entirely constructed of chrome molybdenum steel tubing and designed to fit into carefully rounded fairing made of plywood bulkheads and T-shaped fairing strips. All fairing attachment clips are welded on fuselage. Square tubing is used for longerons and some vertical members to secure greater welding strength.

Instruments (Standard)

Tachometer, Air Speed Indicator, Compass, Altimeter, Oil Temperature Gauge, Ignition Switch, Engine Primer, Navigation Light Switches and Mixture Control.



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