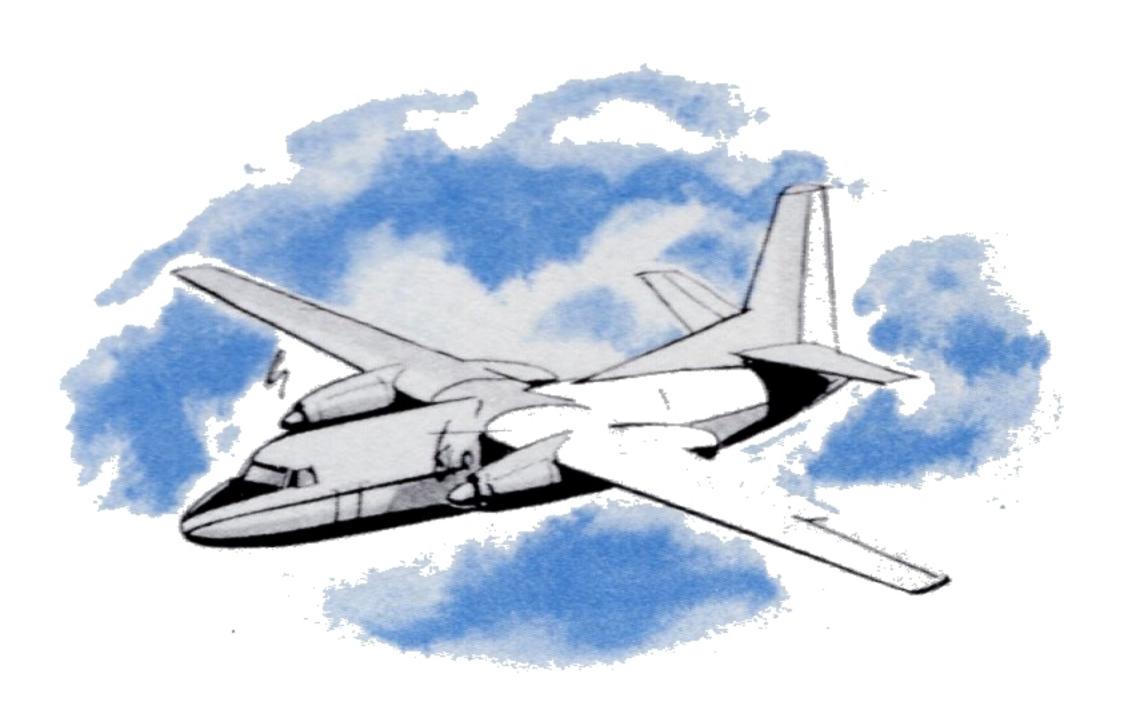
The Case
for
the DC-3
Replacement







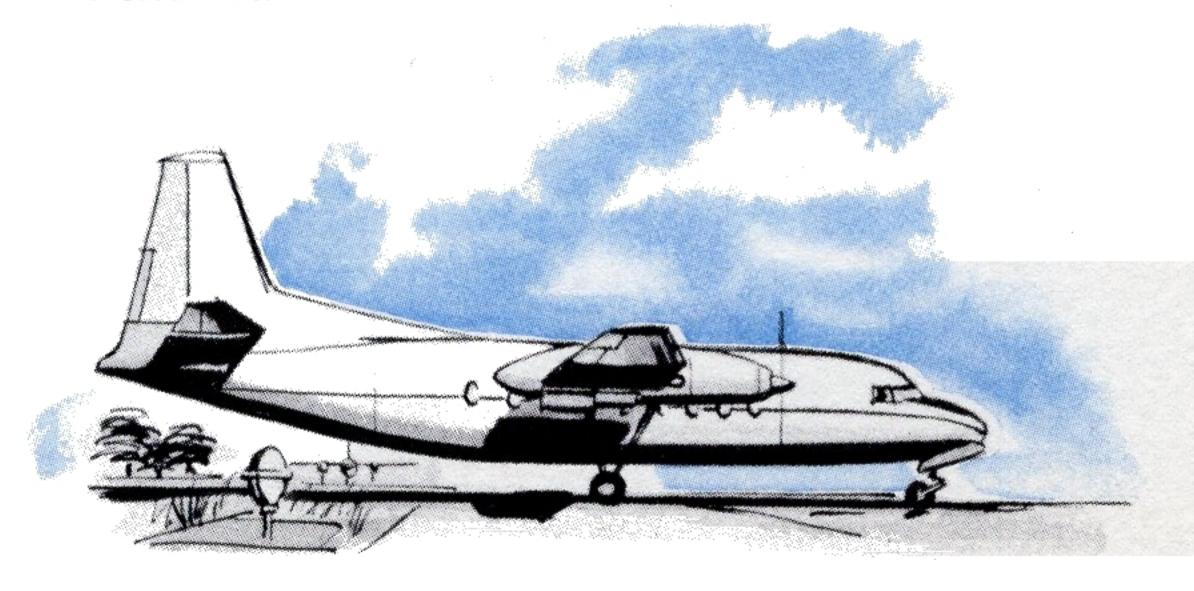
"What is meant when airplane executives talk wistfully of a successor to the DC-3?"

That question was posed by a newspaper reporter in a recent story about the Fairchild F-27 Friendship twin propjet transport, designed and developed specifically as the DC-3 successor, and then he answered it as follows:

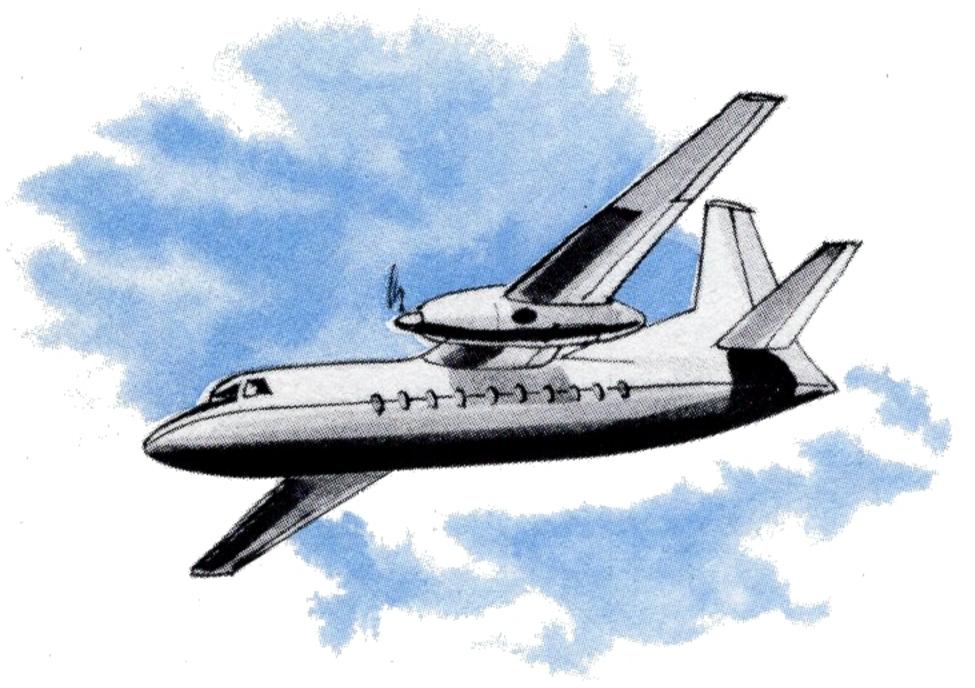
"Generally, they are thinking of a short-haul moneymaker. They are looking for a rugged, safe plane that will be able to get in and out of comparatively small airports and provide frequent, economical service on comparatively short routes."

The reporter wrote a pretty accurate description of the Fairchild F-27 and its capabilities. His answer to his own question neatly summed up the case for the DC-3 replacement. But he could have summed it up in one word: *Necessity*.

No aircraft has been so needed for so long as the modern counterpart of the rugged, trustworthy, versatile but—let's face it—outmoded DC-3. And for too many years the necessity for a new transport with many of the same fine qualities as the DC-3 but with greatly improved performance has carried with it the implication of imperative, compelling demand.



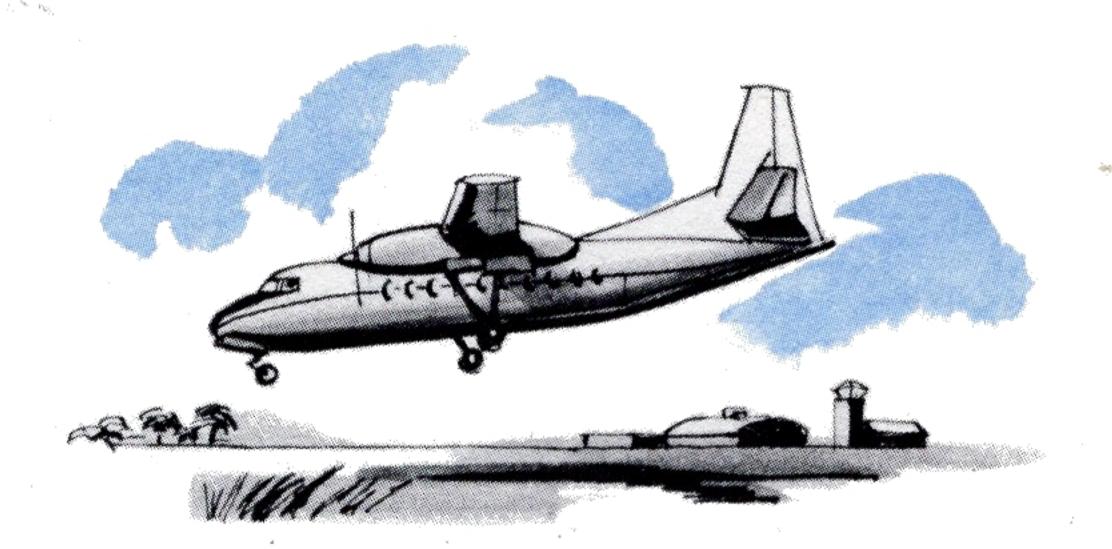
The urgency of the situation stems from the ever-tightening squeeze on DC-3 operators, particularly the local service (regional) carriers. Their DC-3 operating costs are rising steadily and they also must wrestle with the nettlesome problem of parts replacement. Their unenviable position is compounded by customer demand for more modern equipment with greater speed and comfort.



The same problems confront the trunk lines on their extensive local service route patterns and the large corporations using DC-3's and other dated multiengine aircraft to shuttle executives around the country. There's nothing new about these problems; they just get older and older, along with the pre-jet age equipment that creates them.

But all problems are solved eventually and it is gratifying to be able to report that the problem of a replacement for the DC-3 is about to be resolved satisfactorily for just about everyone concerned. The solution? The Fairchild F-27 Friendship.

Along about five years ago, while everybody was still talking about what a fine thing it would be to have a replacement for the venerable old twin, Fairchild and the Royal Netherlands aircraft factories



Fokker decided to substitute action for words. They began design and development work on a new twin engine transport to be groomed as the heir to the DC-3.

That grooming process is about completed. The young heir, the Fairchild F-27, has emerged as a clean, fast, high-performance twin propjet aircraft—the first member of a new generation of jetage transports. We believe it is destined to launch a bright, new era in the rapidly expanding field of dependable short-to-medium range air transportation.

The Fairchild-Fokker team of engineers, production experts and test pilots decided in the beginning that the F-27 should incorporate the many fine qualities of the DC-3, refined to new standards of excellence, and improvements made possible by advancements in aeronautical technology since the "3" first took to the air.

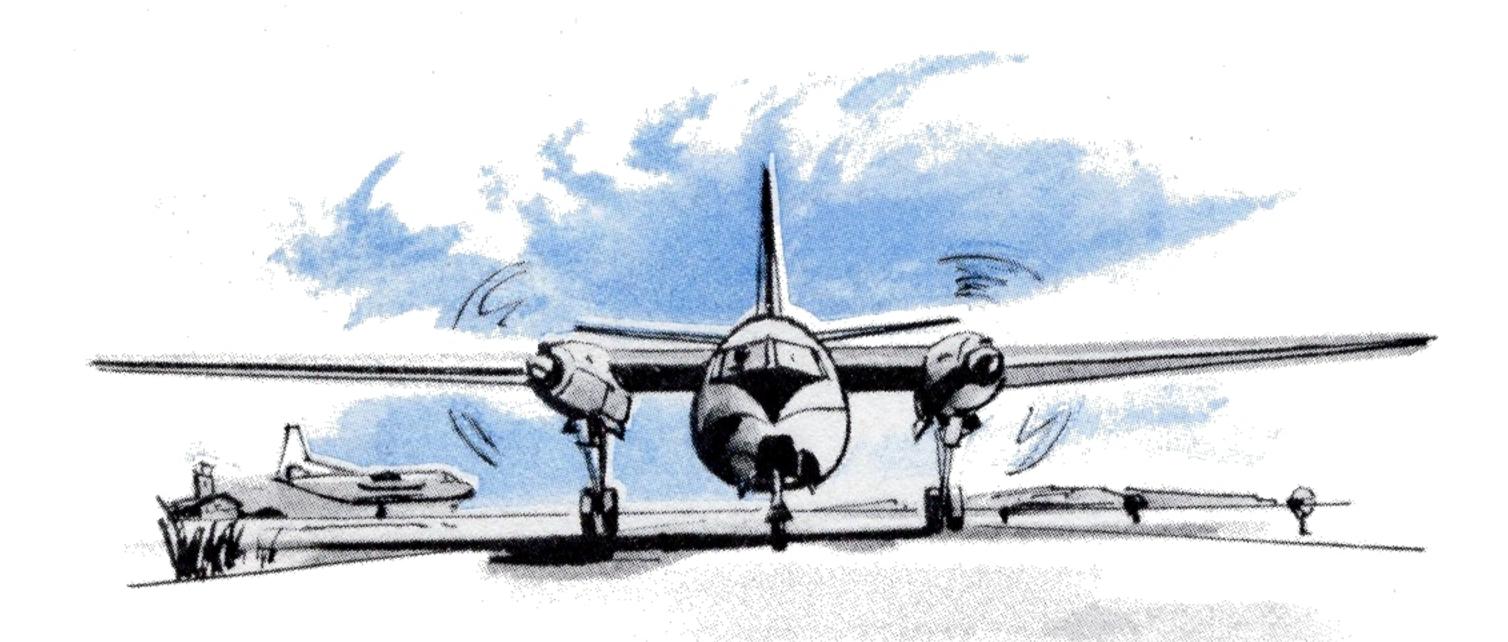
1	Cruising Speed	280 m.p.h.	<b>3</b> 14.54
1128	Effective Range	2,250 miles	
	Rate of Climb (S.L.)	1,500 f.p.m.	
	Single Engine Rate of Climb at 5,000 ft. and Max. Gross Wt.	350 f.p.m.	
	Landing Distance at Gross Wt.	-3,800 ft.	300
	Takeoff Distance (S.L. at Max. Gross Wt.)	4,050 ft.	3.85
	Stall Speed at Landing Wt.	73 m.p.h.	-
		The same of the sa	

The goal has been reached. The end result is an F-27 with the same ruggedness, the same dependability, the same safety, and about the same ability to operate from airports with short runways.

The extra, added attractions of the F-27 are: Pressurization, cruising speed now at 280 m.p.h. and scheduled to go higher, effective range of 2,250 miles, rate of climb at sea level of 1,500 f.p.m., exceptionally good one-engine-out performance, landing distance at gross weight of 3,800 feet, airline-tested Dart propjet engines geared to 12-foot Rotol propellers, and a high-wing configuration that provides excellent directional stability,-unobstructed passenger visibility and faster ground loading and off-loading.

Span	95 ft.
Length	76 ft.
Height	26½ ft.
Wing Area	754 sq. ft.
Wing Loading	43.3 lbs./sq. ft.
Power Loading	9.7 lbs./h.p.
Aspect Ratio	12
Mfr. Wt. Empty (40-pass. Version)	21,645 lbs.
Gross Wt.	34,520 lbs.
Zero Fuel Wt.	31,210 lbs.
Landing Wt.	33,000 lbs.
Pressurization	4.15 p.s.i.
Engines: Two Model 506 Mark 511 Rolls-Royce Dart Propjets, each rated at.	1,600 s.h.p.
Gear Ratio (12-foot Rotol Propellers)	0.086

The F-27 will enable air carriers to make a smooth transition to mediumrange, turbine-powered, pressurized air-

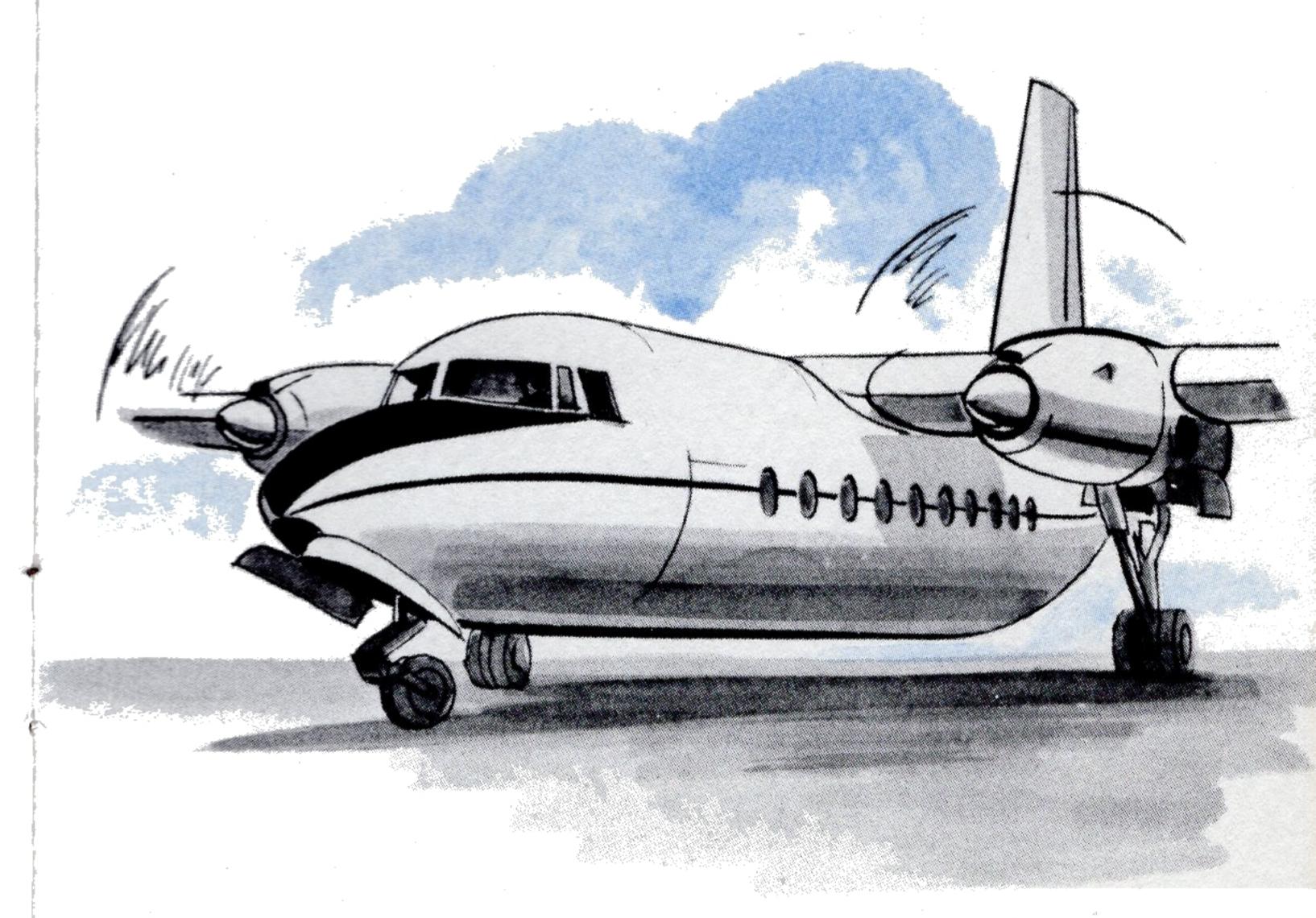


craft at reasonable capital investment, and to begin operations at seat-mile and tonmile costs lower than the slower DC-3.

The Fairchild F-27 is THE DC-3 replacement, the aircraft that will accomplish for short-to-medium range operators what the large jet-powered transports will do for the major domestic trunk line and international air carriers.

Our evaluation of the F-27 is shared by a number of local service operators who already have placed orders for the 40passenger propjet transport and by other air carriers now planning re-equipment programs around the F-27.

The F-27 is the short-haul moneymaker the newspaper reporter said "they" have been thinking about. Its moneymaking days will begin soon after the first delivery is made by Fairchild in October, 1957.





## FAIRCHILD (September 2)

## FAIRCHILD

ENGINE AND AIRPLANE CORPORATION . HAGERSTOWN 15, MARYLAND

Printed in U.S.A.