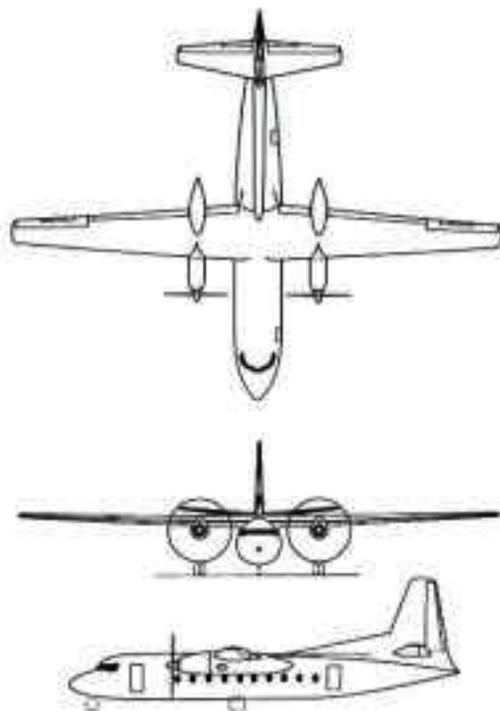




A Collection of
FAIRCHILD *Aircraft*



Fairchild is a name spread large across the history of American aviation. Designing the first of the Fairchild aircraft in 1925, the company, even at that time, had its eye on utility. Early Fairchild craft such as the FC-2, the FC-2W and the F-71 became notable on the more rugged frontiers of the air age . . . in the Canadian bush, in lifting cargo across the Andes, in the development of the air service, in forest fire fighting, and in originating the concept of military airlift.

It was an FC-2 with which Bell Telephone first began two-way radio development in 1928. Admiral Byrd flew an FC-2W2 over the South Pole that same year. The F-71 was a principal airlines transport.

During World War II Fairchild turned out some 8,000 PT-19, PT-23, and PT-26 primary trainers for the military services. The C-31 of 1934, first aircraft designed primarily for military cargo, led to the development of the famous twin-boom tail C-82 "Packet" in 1944. A larger, improved version, the C-119 was operational in 1949.

The "Packet" family was further enlarged by the addition of the C-123 "Provider." Designed to land on unprepared fields, snow or ice, more than 300 of these assault transport planes were built. Newest in the Fairchild family of versatile utility aircraft is the sleek F-27 Propjetliner, first American-built turbine powered commercial transport to receive a CAA type certificate. The high wing transport is quickly converted from passengers to cargo.

ON THE COVER:

The Fairchild F-27F Propjetliner. In airline service and as an executive transport the "all-weather" F-27s are being operated routinely in all climates, from the Arctic to the Tropics. A favorite of passengers, crews and operators wherever it flies.



Fairchild SD-5. This Surveillance Drone, produced for the U. S. Army, is a high performance, turbojet powered, remote controlled vehicle designed for missions of great speed and long endurance.



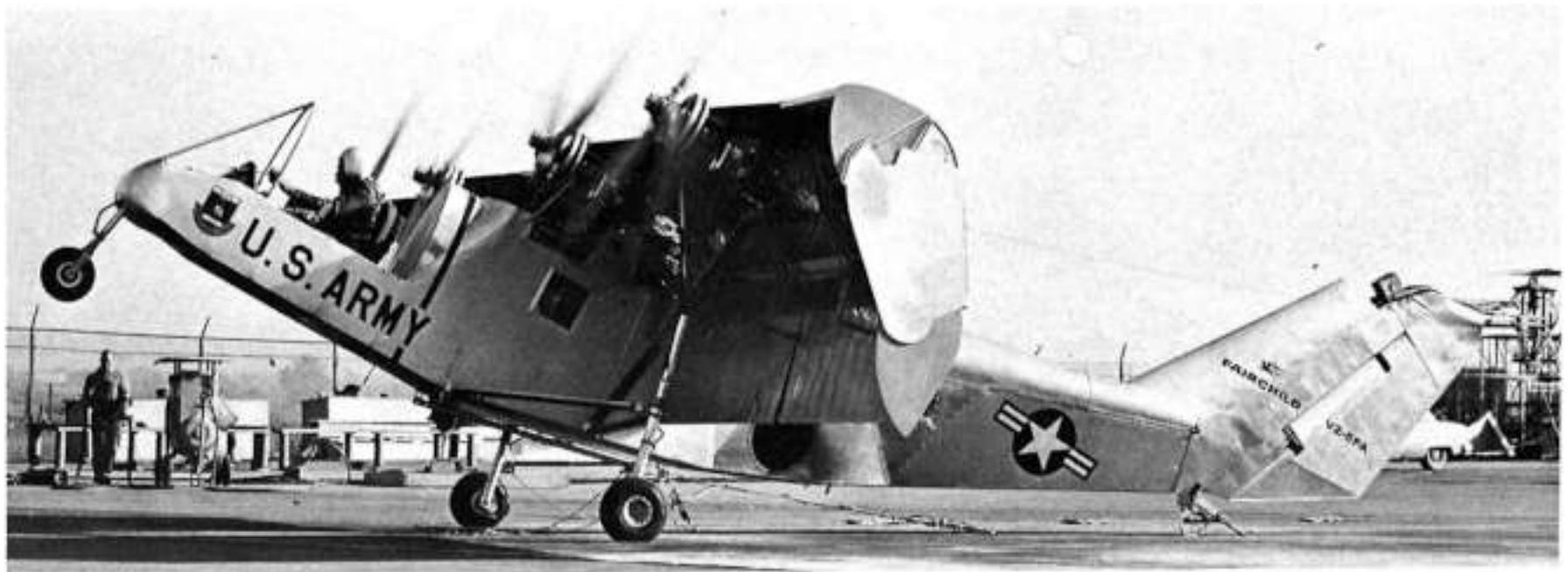
Fairchild 123A "Goose." A ground launched, diversionary missile produced for the Strategic Air Command, U. S. Air Force.

Fairchild Petrel. Turbojet powered, radar guided, air-to-underwater missile. In training use by Naval Air Reserve.



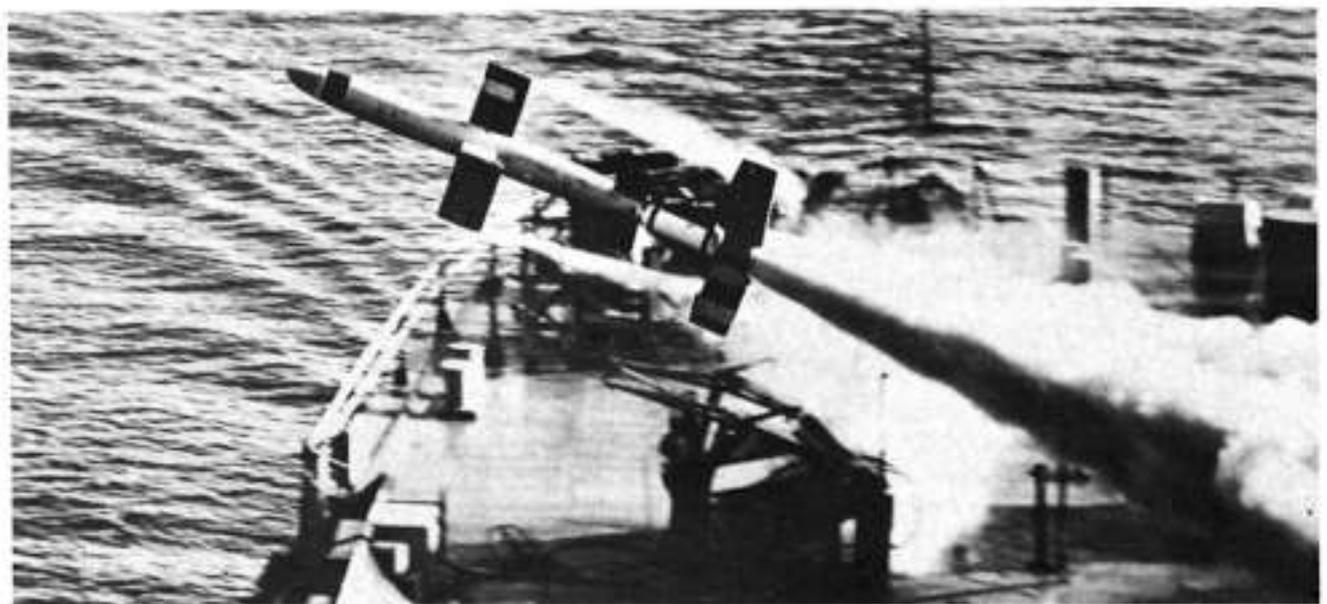


Fairchild C-123 "Provider." An assault transport capable of landing on short, unimproved runways in all weather, the C-123 was designed to land troops and cargo in or near combat areas.



Fairchild Model 224. (VZ-5FA VTOL Research Airplane) "Fledgling," a four engine, deflected slipstream designed aircraft, the 224 was one of a series of vertical take off and landing research aircraft produced for the U. S. Army.

Fairchild Lark. First true surface-to-air guided missile developed in the U. S. Used by all three branches of the Armed Forces as a development test and training vehicle.





Fairchild C-119H. An improved version of the original "Flying Boxcar." The C-119's carried the brunt of airlift requirements throughout the entire Korean War (1952).



Fairchild R-4Q. U. S. Marine version of the "Flying Boxcar." The R-4Q was a leading tactical and strategic military cargo aircraft from the standpoint of combat maneuverability under high speeds and all weather conditions.

Fairchild C-119A. More than 1,200 ships, ranging from model series "A" through "H" were produced for the Air Force (1947).





Fairchild XC-120. Designed with a detachable pod which could be loaded prior to arrival of the aircraft at an airport, the XC-120 had the capability of cutting ground handling time to a minimum (1950).



Fairchild T-31. Air Force version of the Navy XNQ Trainer. Tandem, two-place, low wing, all metal monoplane.

Fairchild F-11, "Husky." An all metal, single engine, high wing monoplane, the F-11 was designed to carry cargo and passengers to remote areas accessible only by water transportation (1946).





Fairchild M-84. One of Fairchild's postwar entries in the booming private aircraft field was this four place, low wing monoplane, with retractable landing gear (1946).

Fairchild C-82A. First production model of the famed twin boom tailed cargo aircraft. Mainstay of the combat cargo carriers, more than 200 of these aircraft were built (1945).



Fairchild XC-82 Flying Boxcar. The patriarch of a whole new family of troop and cargo transports, the C-82 proved its capabilities during World War II and the dark days of Berlin Airlift (1945).





Fairchild UC-61K "Argus." An improved model of the UC-61A, the 61K utility plane was used by allied military forces for observation and general purpose flying.



Fairchild UC-61A "Forwarder." A refinement of Fairchild's largest selling pre World War II private cabin monoplane. The UC-61 was produced for the U. S. and Allied Air Forces.

Fairchild XNQ. All metal, low wing Navy Primary Trainer. Designed to reduce pilot error to the minimum, the XNQ was rated as the fastest primary trainer ever produced.





Fairchild AT-21. An all-wood, twin engine, gunnery trainer developed and built for the USAF during World War II. When it went into service, it was one of the largest and fastest trainers ever built for U. S. pilots. (1941)



Fairchild XAT-13 "Coordinator." Twin engine crew trainer, built entirely of duramold. The only metal used in construction was engine and gun mounts. (1941)



Fairchild PT-26. Full-enclosed cockpit canopy version of the PT-19 "Cornell." (1941)



Fairchild PT-23. A cowl-less, radial engine version of the original PT-19. (1941)



Fairchild PT-19 "Cornell." A low wing, single engine training plane. More World War II pilots received their cadet primary training in this plane than in any other trainer types combined. (1940)



Fairchild 45-80 SEKANI. A twin engine high wing cabin monoplane. Versatile, carrying cargo or passengers, the 45-80 operated with floats and skis in addition to conventional landing gear. (1937)



Fairchild Model 46. Heralded a new conception of airframe construction. It was the first application of Fairchild's duramold process, a system of molding wood and plastic under heat and pressure. (1937)



Fairchild Model 91 "Baby Clipper." The largest and fastest single-engine amphibian of its time. The 91 provided service in areas where water travel was primary, such as Brazil's Amazon River Regions and China's Yangtze River Country. (1936)



Fairchild F-45. A five place low wing cabin monoplane, "Sedan of the Air." First flown in 1935, it had a top speed of 205 mph.



Fairchild Model 82. A 12 place, high wing, cabin mono-plane equally at home on wheels, floats, or skis. (1935)



Fairchild XC-31. First Fairchild plane to be described as a Flying Boxcar. Designed as an Army Cargo Carrier and flown in 1934, the XC-31 carried more payload than any other single engine aircraft of its type.



Fairchild Super 71. Introduced in 1934, the super-71 was an all metal, rugged aircraft, well suited to the needs of Canada's Bush Fliers. The pilot controlled the plane from a canopy enclosed cockpit atop the fuselage, well aft of the wing.



Fairchild F-24. First introduced in 1932 as a two-place cabin model, the F-24 grew to a four place model in 1937. Between 1932 and 1938 more than 500 F-24s were built, many of which are still in service throughout the world.



Fairchild F-22. Two-seater, cirrus powered, parasol-wing, open cockpit "Flivver." High performing, rugged airplane used with conventional landing gear or floats. (1931)



Fairchild Model 140. Two seater, open cockpit, biplane, used for rugged, all purpose flying. (1931)



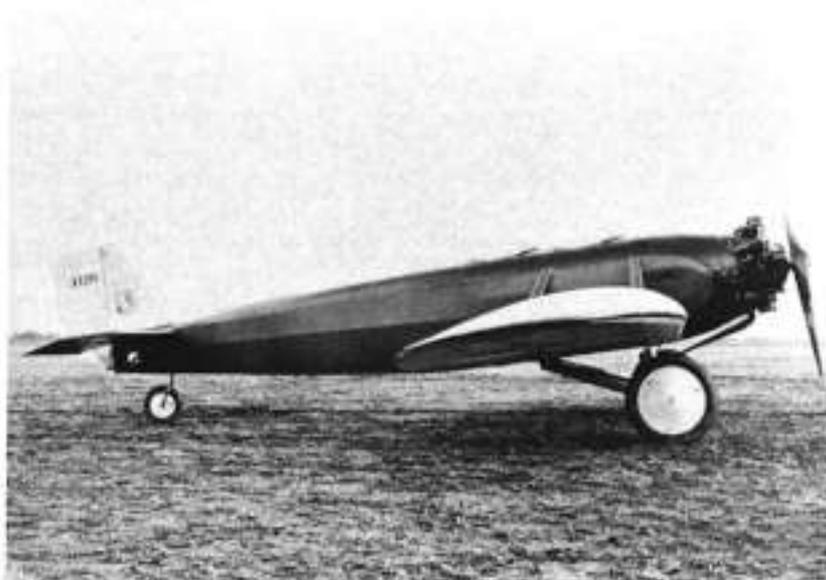
Fairchild KR-34. Three place, open cockpit biplane used for sport flying and training.



Fairchild F-100 Pilgrim. Among the most successful and durable aircraft ever produced, this passenger and freight plane played a significant role in the early development of some of the world's major air carriers. (1930)



Fairchild KR-21. Two place, open cockpit biplane designed for sport flying and training purposes. Dual controlled. (1929)



Fairchild Model 27. Low wing, racy, monoplane. A later version of the FT-1. (1929)



Fairchild Model 42. A high wing cabin monoplane accommodated four passengers. (1929)



Fairchild FB-3. First all-metal pusher-type amphibian with folding wings. (1929)



Fairchild FT-1. Low wing, open cockpit monoplane. A forerunner of later day primary training planes. (1928)



Fairchild Model 71. A forerunner of the Alaskan airways. The "71" pioneered mail, express, and passenger service to the far Northwest. (1930)

Fairchild FC-2W2. The "Stars and Stripes." Chosen by Commander Byrd for his first expedition into the Antarctic, it was left there, "pickled in ice" when he returned to civilization. Two years later, on the second expedition, the plane was dug out and found to be perfectly airworthy. (1928)





Fairchild KR-31. Three place, open cockpit biplane used for sport flying. (1927)



Fairchild FC-1A, a modification of the FC-1, featured a Wright J-4 radial engine of 200 hp and a top speed of 120 mph. It was used as an aerial mapping plane.

Fairchild FC-2C. First plane to be equipped with brakes and hydraulically operated landing gear. First plane to carry international mail. (1927)



Fairchild FC-2. "Razorback" cargo and passenger hauler. An FC-2, "City of New York" flew around the world. (1927)





The earliest Fairchild aircraft, the FC-1 introduced in 1926, was the first airplane with an enclosed cabin and folding wings. It was also one of the first aircraft designed with built-in stability and predictable flying characteristics. Participating in the 1926 Ford Reliability Tour and later in the National Air Races, it achieved a top speed of 97 miles per hour. The engine was the famed OX-5.



FAIRCHILD STRATOS

HAGERSTOWN, MARYLAND