



1936 "24" CABIN BY FAIRCHILD (Warner Powered)

WORLD LEADERSHIP
for Airplanes that are
EASY to FLY is achieved
by this
NEW FAIRCHILD "24"

a ship of New Beauty . . . New Luxury
. . . and Traditional Fairchild Quality

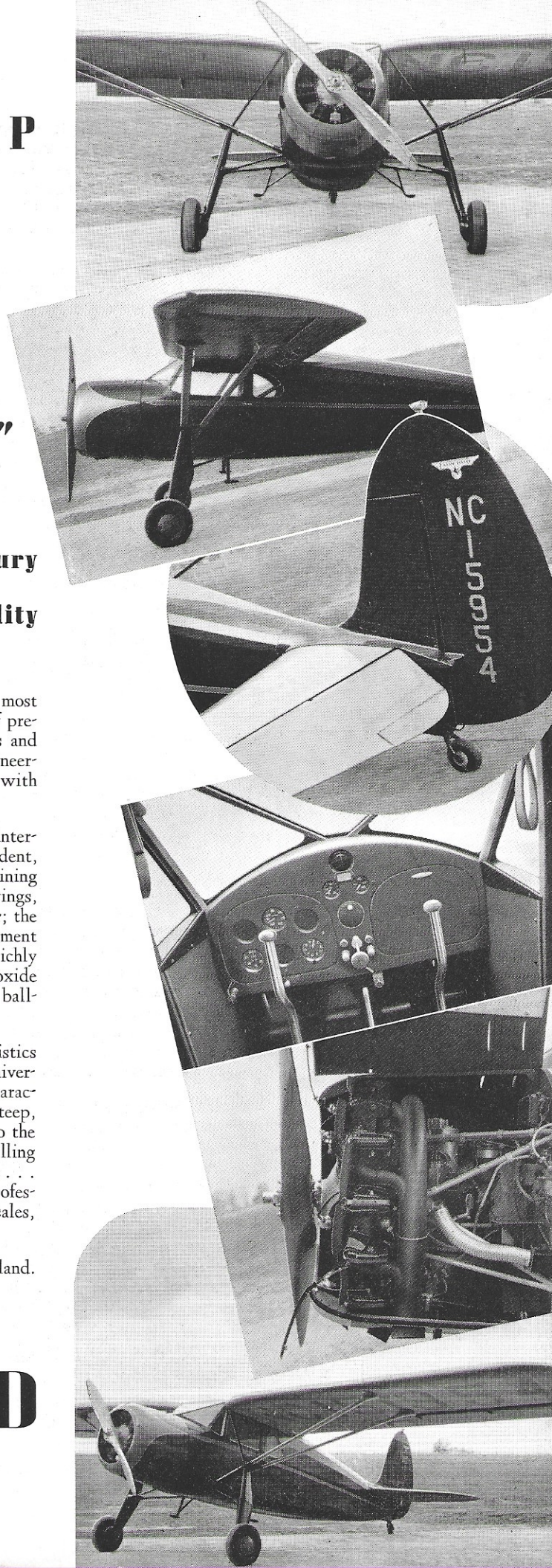
The name "FAIRCHILD" symbolizes Quality—in association with the most advanced type of aviation engineering; the most painstaking kind of precision manufacture; and a sincerely honest method of doing business and satisfying customers. It is an assurance that hundreds of details of engineering and manufacture have been blended together scientifically, and with utmost care, to produce a truly fine product.

The quality of FAIRCHILD airplanes has become a national—and international—standard. This quality is apparent in many ways. It is evident, at first glance, in the fine durable finish of the ship; the careful streamlining of its projecting units; the sturdy construction of its landing gear, wings, fuselage and tail surfaces. It can be seen in the luxurious cabin interior; the modish Tenite hardware and trimmings; the well-planned instrument board, map compartment, assist cords, ash tray; and the comfort of richly upholstered seats. It can be found in the sand-blasted, aluminized-oxide covered steel structure, its cadmium-plated or anodized fittings; its ball-bearing mounted bushings for every movable part in the entire ship.

Most of all, this quality is apparent in the unequalled flight characteristics of the FAIRCHILD "24". Since its introduction, this ship has been universally proclaimed as having the finest combination of aerodynamic characteristics ever built into an airplane. Its phenomenally quick take-off; steep, rapid climb; perfect inherent balance which literally "grooves" it into the selected course; instantaneous response to controls, even below stalling speeds; and the utter simplicity of landing in the most restricted areas . . . these have made the FAIRCHILD "24" the delight of amateur and professional alike. Its nation-wide popularity, its dominant leadership in sales, are incontestable tributes to its all-round excellence.

FAIRCHILD AIRCRAFT CORPORATION, Hagerstown, Maryland.

FAIRCHILD



The 1936 model FAIRCHILD "24" is a three-place cabin airplane which embodies a combination of features—engineering, construction and flight—found in no other cabin airplane, in this country or in Europe. To describe in detail all of these unique and exclusive features would require many pages. Most of them are never seen by the owners; nor do they require any attention or maintenance. They consist of hundreds of precision-built internal parts which give the plane extreme sturdiness, long life and the utmost in structural soundness. The combination of all these features resulting from careful engineering and high quality manufacture is found *only* in Fairchild planes.

Though generally hidden beneath the cover, the many special features of the "24" are very apparent in the "feel" of the ship in flight . . . the effortless ease with which it can be controlled at 50 miles per hour, or in a dive at 180. They are important factors also in the unequalled economy of maintenance, in the low depreciation—both physical and monetary—which makes the resale value of a FAIRCHILD "24" the highest of any ship in its price range. Finally, to these same features are due the absolute safety which enables private pilots of 50 and 60 years of age to fly this ship with the confidence and ease of professional pilots having thousands of hours.

Supplementing these hidden values, are new and important features which are immediately and outwardly apparent. Of these, the discriminating buyer will find the following of especial interest:

Engine Cowling: A smooth-type N.A.C.A. Cowl extends to a vertical firewall. Installed in three sections, the two side sections can be opened independently like the hood on an automobile, thereby making the entire engine compartment unusually accessible. This cowl and the carefully engineered baffling arrangement results in cylinder and oil temperatures which are ideal for both winter and summer flying.

Landing Gear: Fairchild has always built its own landing gears, including the oleo shock absorbing struts. Many years of experience reach a climax in this most important unit. A 9-foot tread, 10 inches of vertical oleo travel (with its absence of tire wear), tapered axles and bearings and new, self-energizing brakes built to Fairchild design, give this gear both landing and taxiing characteristics found in no other cabin plane. Ground-looping and bouncing are virtually impossible. Cross-wind landings are easy.

Ailerons and Flaps: Ball bearing-mounted ailerons of unique design, operated through ball-bearing bushed push-and-pull tubes, give absolute lateral control even *below* stalling speeds. These ailerons are statically and aerodynamically balanced, and are featured by a slot-arrangement which intensifies the airflow across their surface at high angles of attack. The *Fairchild Flaps* are of the split-balanced type, operated instantaneously by a control lever in the cabin. They simplify landings to a remarkable degree and facilitate take-offs in mud, snow, or weed-covered fields. Fairchild Flaps are not merely "drag" devices. They permit slower flying speeds in landings or take-offs by increasing the lift of the wing. Above all, they are simple and foolproof in operation.

Cantilever Stabilizer: The true airfoil section made possible with this design materially improves the aerody-

amic efficiency of the entire tail group. In a stall or high-speed dive the rigidity of its construction and the efficiency of its functioning is most apparent. A very high angle of attack is possible before a stall condition can be reached. This is one of the reasons for the remarkably slow landing speeds.

Tab Control: The FAIRCHILD "24" features a carefully engineered double tab control which permits quick, easy and extremely accurate longitudinal adjustment, with minimum effort.

Cabin Interior and Appointments:

- Chrome-plated dual controls
- wide, luxuriously upholstered seats
- one-hand pilot seat adjustment
- ample head and leg room in rear seat
- flush-type ash tray in instrument panel
- map and glove compartment with self-closing door
- carefully planned and gracefully curved instrument panel, with polychromatic finish
- gas drain control on instrument panel
- stabilizer position indicator
- assist cords
- instruments mounted in rubber shock-absorbers and indirectly lighted
- provisions for additional instruments
- all control knobs, door handles and hardware made of Tenite and harmonizing with interior finish
- concealed zippers permitting easy inspection—also installation of radio equipment
- removable floor boards permit easy access to control system
- door and adjustable window on each side
- specially-designed toe-type brake pedals.

Exterior Appearance and Finish:

- graceful streamlining of entire ship and every detail; complete fairing
- sharp taper to wing tips
- rudder horns faired in and totally concealed
- mirror-like, hand-rubbed finish on entire fuselage
- convenient steps
- safety-glass, sharply sloped windshield affording unusually perfect visibility
- dignified, attractive paint design, with a choice of six different color combinations

Series 50 Warner Engine—Through close cooperation with the engine manufacturer, the 145 H.P. Warner Super Scarab has become a most ideal installation. The engine has a stronger and better balanced crankshaft, non-projecting carburetor and improved induction housing. The air-intake is mounted on the side of the N.A.C.A. Cowl and the carburetor air-intake temperature and mixture is controllable. A single exhaust outlet for all cylinders reduces exhaust noises.

Let Us Demonstrate:

Our nation-wide distributor and dealer organization is always ready to have you see and fly a FAIRCHILD "24". Our list of owners includes scores of nationally prominent men and women, financially able to buy any ship, but who chose the "24" because it offers quality, flying ease and safety—incomparably greater than could be found in other airplanes. A demonstration will convince you . . . as it convinced them.



Weights and Specifications:

Gross Weight	2400 lbs.
Empty (standard equipment)	1465 lbs.
Pilot	170 lbs.
Passengers (2)	340 lbs.
Baggage	100 lbs.
Extra allowance for equipment only (*)	62 lbs.
Gas and Oil	263 lbs.
Span	36 ft. 4 in.
Length overall	23 ft. 9 in.
Height overall	7 ft. 3 in.

(*) If allowance for extra equipment or any part thereof is not used, the licensed gross weight of the plane is reduced accordingly.

Performance with 2150 Lbs. Under Normal Atmospheric Conditions

Top speed—sea level—full H.P.	134 m.p.h.
Cruising speed—8000 ft.—114 H.P.	124 m.p.h.
Cruising speed—5000 ft.—114 H.P.	122 m.p.h.
Cruising speed—3000 ft.—114 H.P.	118 m.p.h.
Cruising speed—sea level—114 H.P.	116 m.p.h.
Take-off—sea level—no wind	400 ft.
Rate of climb	750 ft./min.
Climb to 5000 ft.	8 min.
Climb to 10,000 ft.	19 min.
Service ceiling	17,000 ft.
Gas capacity	40 gals.

Performances are with standard wood propeller and are guaranteed within 3%.

Wheel streamlines, which can be obtained at a nominal extra charge, add approximately three miles per hour to the above speeds.