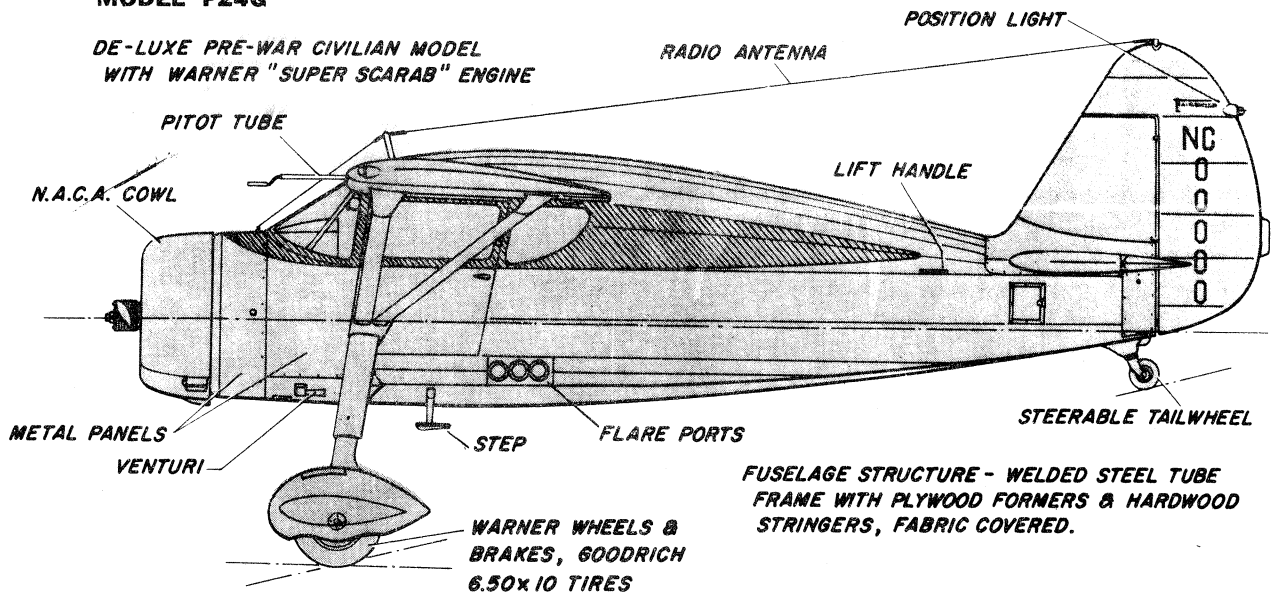


MODEL F24G

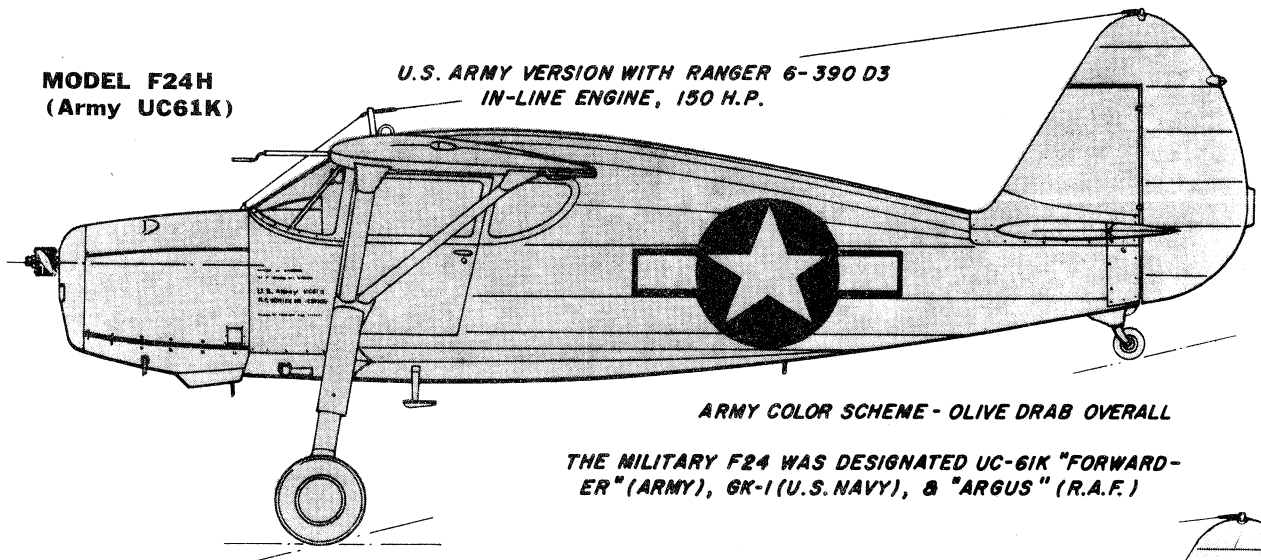
DE-LUXE PRE-WAR CIVILIAN MODEL
WITH WARNER "SUPER SCARAB" ENGINE



FUSELAGE STRUCTURE - WELDED STEEL TUBE
FRAME WITH PLYWOOD FORMERS & HARDWOOD
STRINGERS, FABRIC COVERED.

**MODEL F24H
(Army UC61K)**

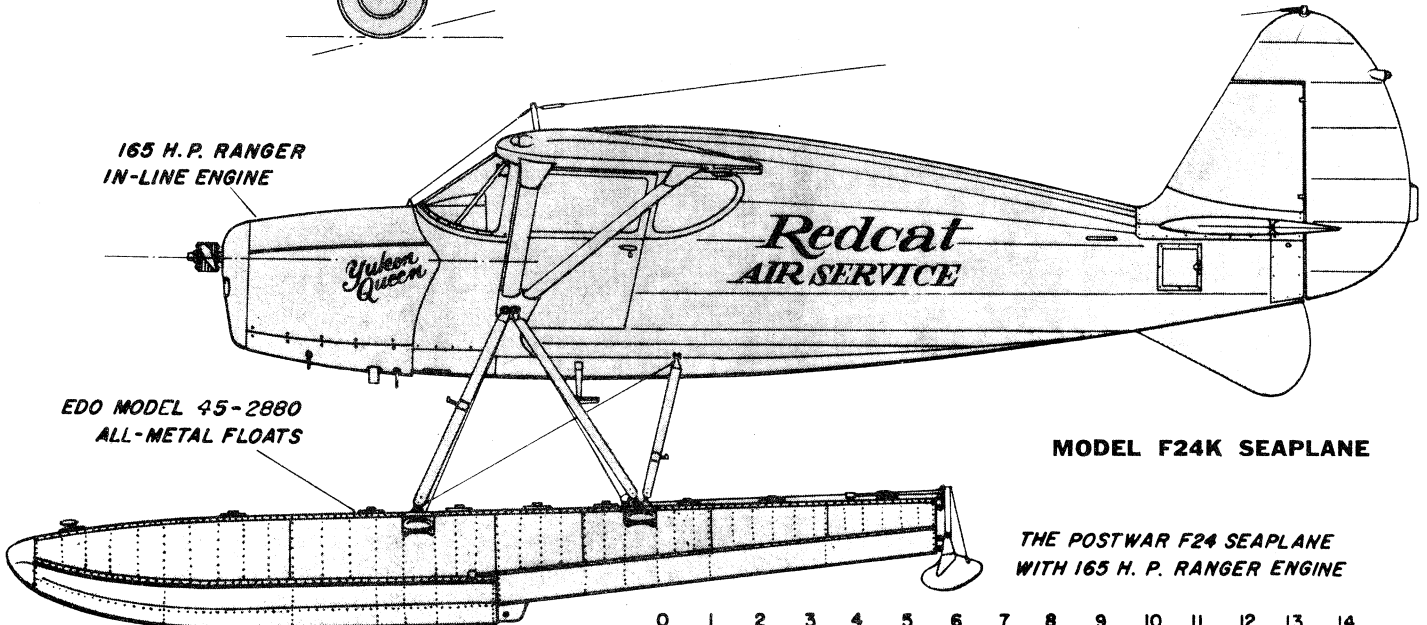
U.S. ARMY VERSION WITH RANGER 6-390 D3
IN-LINE ENGINE, 150 H.P.



THE MILITARY F24 WAS DESIGNATED UC-61K "FORWARD-
ER" (ARMY), GK-1 (U.S. NAVY), & "ARGUS" (R.A.F.)

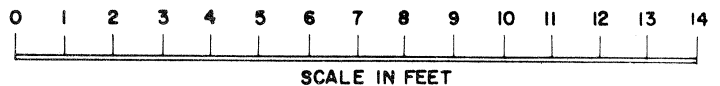
165 H.P. RANGER
IN-LINE ENGINE

EDO MODEL 45-2880
ALL-METAL FLOATS



MODEL F24K SEAPLANE

THE POSTWAR F24 SEAPLANE
WITH 165 H. P. RANGER ENGINE



MODEL F24G

Fairchild F24



MANUFACTURED BY
FAIRCHILD ENGINE & AIRPLANE CORP.
 HAGERSTOWN, MD. — DALLAS, TEX.

AIRCRAFT DATA

| | |
|---------------------|------------------|
| Wing span | 36 feet 4 inches |
| Length | 23 feet 9 inches |
| Height | 8 feet |
| Wing area | 173 sq. ft. |
| Empty Weight | 1,467 lbs. |
| Gross Weight | 2,400 lbs. |
| Wing loading | 13.8-lbs/sq. ft. |
| Power loading | 16.5-lbs/hp |

NAVIGATION LIGHTS
 WING STRUCTURE -
 SPRUCE SPARS & RIBS,
 DURAL & STEEL TUBE
 COMPRESSION STRUTS &
 DRAG WIRE BRACING.
 ALUMINUM ALLOY AILERON.
 PLYWOOD LEADING EDGES.

STREAMLINED
 STEEL TUBE
 LIFT STRUTS

POWERPLANT, F24G -
 WARNER "SUPER SCARAB",
 145 H.P.

N.A.C.A. COWL

"FRIESE" STATICALLY
 BALANCED AILERONS

METAL SPLIT FLAPS

FABRIC COVERING

WOOD, FIXED PITCH
 HARTZELL PROPELLER

HORIZONTAL STABILIZER -
 WOOD SPARS & RIBS, PLY-
 WOOD COVERING.

ELEVATORS - WELDED STEEL
 TUBE FRAME, FABRIC
 COVERED.

30 GAL.
 WING TANKS

POWERPLANT - F24H -
 RANGER 6-390 D3
 ENGINE, 150 H.P.

PITOT - STATIC TUBE

PERFORMANCE

| | |
|-----------------------|-------------|
| Maximum speed | 133-mph |
| Cruising speed | 121-mph |
| Stalling speed | 46-mph |
| Rate of climb | 715-ft/min |
| Ceiling | 15,700 feet |
| Take-off run | 430 feet |
| Gas consumption | 9.5 gal/hr |
| Cruising range | 515 miles |

Note: Figures given are for F24G (Warner engine)

SCALE IN FEET

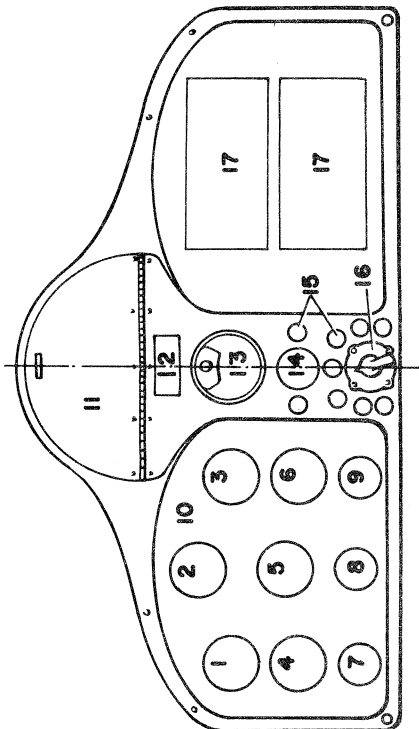


James M. Figg

INSTRUMENT PANEL DETAILS

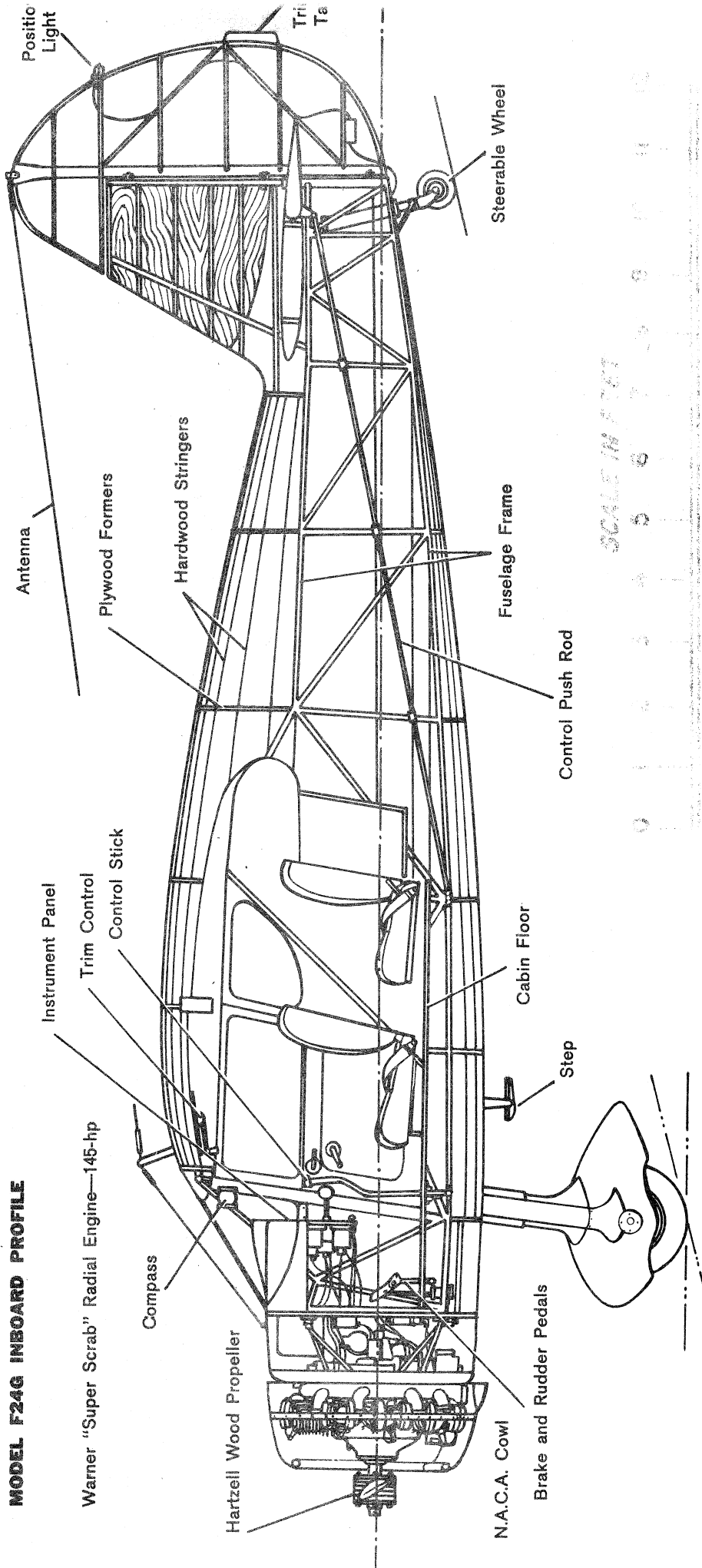
- (1) Airspeed indicator
- (2) Turn and bank indicator
- (3) Rate-of-climb indicator
- (4) Altimeter
- (5) Cylinder head temperature gauge
- (6) Tachometer
- (7) Clock
- (8) Oil temperature gauge
- (9) Oil pressure gauge
- (10) Shock-mounted flight instrument panel
- (11) Glove compartment—map case
- (12) Compass deviation card
- (13) Ash tray
- (14) Throttle
- (15) Heat and air vent controls
- (16) Ignition—magneto switch
- (17) Spaces for radio transmitter and receiver

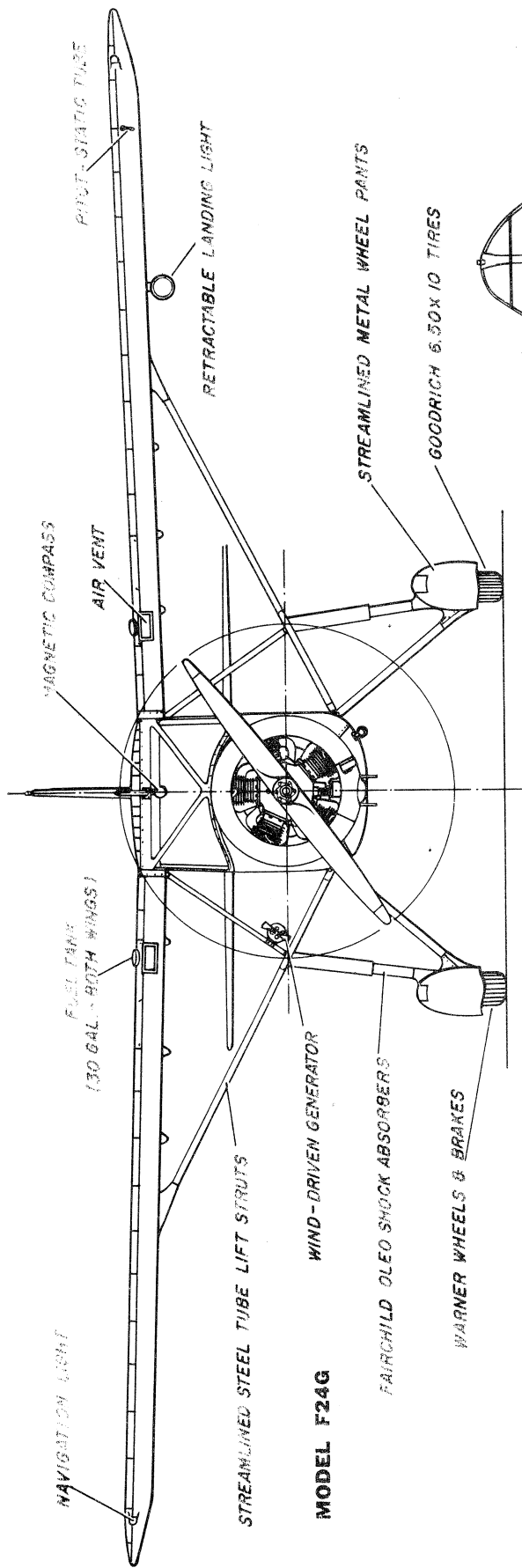
Note: Magnetic compass is mounted overhead.



In the early '30's it was Kreider-Reisner Aircraft, a division of Fairchild, which was turning out Fairchild 22's and Fairchild 24's. Compare the 1933 95-hp Cirrus-powered 24 with the 1935 145-hp Ranger R-690: 114-mph vs. 143-mph; cruise 94 vs. 113; landing 43 vs. 46; initial rate of climb 700-ft/min vs. 565; ceiling 12,000-ft vs. 14,500.

MODEL F24G INBOARD PROFILE

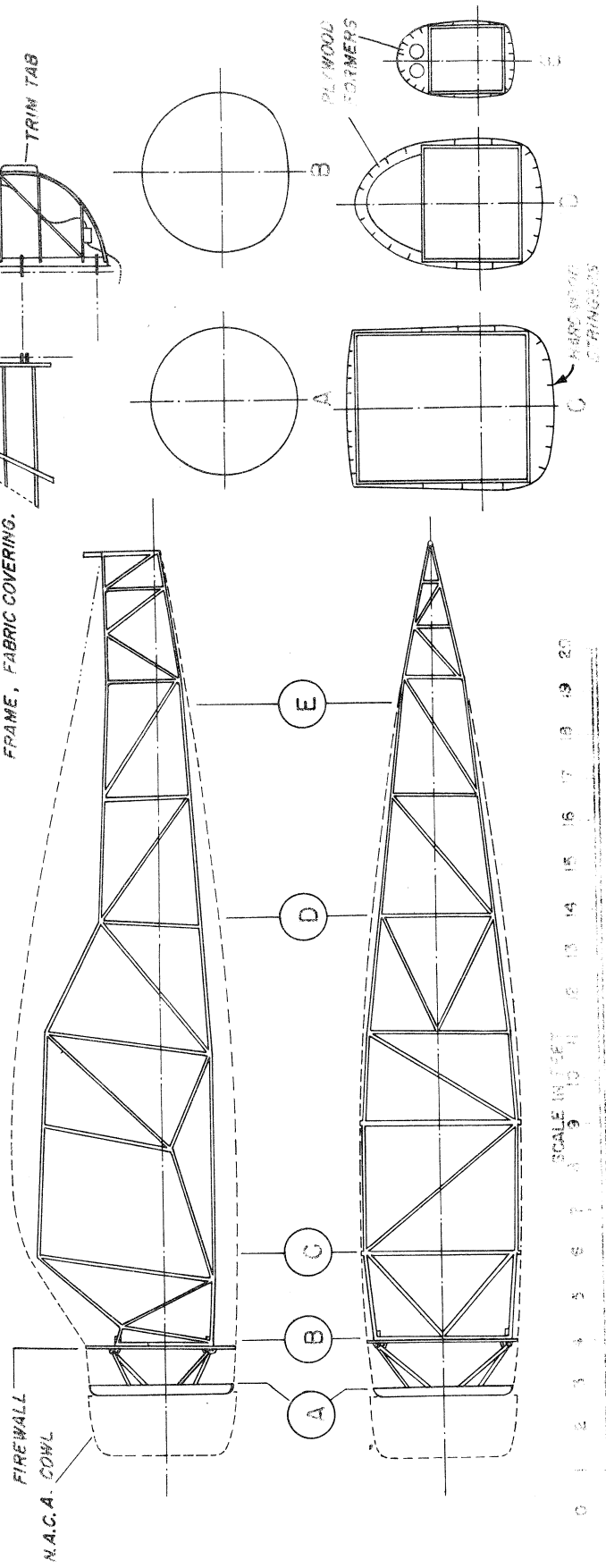




FUSELAGE FRAME AND SECTIONS

VERTICAL FIN - WOOD SPARS & RIBS, PLYWOOD COVERING.
 RUDDER - WELDED STEEL TUBE FRAME, FABRIC COVERING.

WELDED STEEL TUBING



SCALE IN FEET
 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20