A.T.C. #61
(8-28)
FAIRCHILD, FC-2W2

Fig. 205. The Fairchild FC-2W2 was the answer to demands for increased payload and cargo-carrying capacity.

The continued success of the "Fairchild" monoplanes, especially in the "bush country" of the U.S. and Canada, was a welcomed justification for the type, but it also brought on greater demands for increased payload and more cargo carrying capacity. To meet and cope with this demand, Fairchild developed and brought out the improved model FC-2W2. It was a somewhat larger airplane than either the standard FC-2 or the FC-2W models, but it was still basically typical to both in most all respects. In it's basic form, the model FC-2W2 was a 5 to 7 place high wing cabin monoplane with the familiar strut braced semi-cantilever wing that could also be folded back as on the other earlier "Fairchild" monoplanes, but it now had a cabin space of much larger capacity; over 145 cu. ft., to handle bulkier loads and it could carry up to 7 passengers or more than 1500 lbs. of payload. The powerplant for this model was the 9 cylinder "Wasp" engine of 410-450 h.p.; it was capable of very good short-field performance on and over all sorts of terrain. Proving itself extremely suitable and quite popular as a working airplane, devoid of frills and bad temper; working under conditions that were usually anything but ideal.

The Fairchild FC-2W2 has an enviable and interesting history in the frontiers of early aviation where the going was always rough, whether it be in the U.S.A., Mexico, Canada, Alaska, So. America, or even in China and the "South Pole"! One of the accompanying illustrations shows an FC-2W2 on Fairchild-built "floats", flying high over the desolate waste lands of northern Canada. Com. Byrd's FC-2W2, named the "Stars and Stripes", and no doubt the most famous and best known of this type, was the first airplane to explore the "South Pole" regions in the Antarctic, in the year of 1928. After a good deal of exploration and mapping of this territory, it was put into "deep freeze", and about 5 years later on Byrd's return trip to the "pole", it was dug up and thawed out and put to use again! A Pan American Airways division used the FC-2W2 with great success on flights across the treacherous Andes mountains on their run from Buenos Aires, Argentina to Santiago, Chile. One of the views shown here pictures the typical terrain encountered on these flights; certainly a good test and recommendation for an airplane's ability.

So, pictured here in the various views, we see the model FC-2W2 in it's natural habitat, with all of it's familiar Fairchild traits and characteristics. Introduced earlier in the year, the type certificate number for this model was issued in August of 1928 and after a production of only a small number, it became the basis and the direct forerunner to the "Fairchild 71". For a detailed account of the "Model 71", see chapter for A.T.C. #89 in

Fig. 206. This FC-2W2 was a long time in Canadian service with Canadian-Colonial Air Lines. Note tail-wheel and Goodyear "air wheels" which were not used in 1928, but were added later.

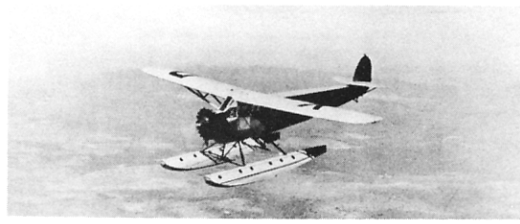

Fig. 207. FC-2W2 on Fairchild metal floats, high over the desolate waste-lands of northern Canada.

this volume.

Listed below are specifications and performance data for the "Wasp" powered "Fairchild" model FC-2W2; wing span 50', chord 84", wing area 310 sq. ft., airfoil Gottingen Mod., length 33'2", height 9'6", wts. as landplane, empty wt. 2732, useful load 2768, payload 1526, gross wt. 5500 lb., max. speed 134, cruise 108, land 55, climb 875, ceiling 15,000 ft., gas cap. 148 gal., oil 12 gal., range 750 miles. Wts. as float-seaplane; empty 3072, useful load 2428, payload 1186, gross wt. 5500 lb., max. speed 127, cruise 104, land 55, climb 850, ceiling 14,500 ft., range approx. 700 miles. As a seaplane, the FC-2W2 was equipped with Fairchild metal pontoons. The fuselage framework was built up of welded chrome-moly steel tubing, lightly faired to shape with wood fairing strips and fabric covered. The wing framework was built up of spruce box-type spars and spruce and plywood truss-type ribs, also fabric covered. The fabric covered tail-group was built up of welded chrome-moly steel tubing, the fin was ground adjustable and the horizontal stabilizer was adjustable in flight. The seats were quickly and easily removable for clear floor space when carrying cargo, or sometimes a few seats were left in if an occasional passenger or two were making the same flight. It would be factual to say that the hard-working "Fairchilds" had served in the lands of the rugged individual, and it was not uncommon for a paying passenger to be sitting amongst a load of mining machinery or supplies. Just up until a few years ago there was an FC-2W2 still flying in and around the Pacific northwest, others are still around but probably not active.

Fig. 208. This FC-2W2 was the famous "Stars & Stripes".