



Fairchild FC-1

FAIRCHILD UTILITY MONOPLANES

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INTRODUCTION — The study of the Fairchild Utility Monoplanes was undertaken several years ago by the Authors to determine the full scope of this highly interesting facet of aviation, just how many Fairchilds were made, their identities, and in what countries they were registered. In the absence of factory records, the results of their study is more complete than was anticipated when the compilation was begun.

The subject is presented in cooperation with the Canadian Aviation Historical Society, whose JOURNAL carried this same material in Spring 1973 issue. Editor,

One class of aircraft that has tended to be neglected by historians is the utility aircraft — the one-half to one-ton trucks of the air. This is a pity because probably no aircraft has benefited mankind more than these jacks-of-all-trades. These were the aircraft that explored and mapped the little known or unknown parts of the world, that provided transportation and communication in areas where previously only the most primitive means of transportation existed. There were a number of good utility aircraft in the between-the-wars period, and the names of Bellanca, Fokker and Junkers come readily to mind as some of their makers.

However, in terms of numbers of aircraft built, as well as the number of different models produced, there seems little doubt that Fairchild was the leading manufacturer of utility aircraft during the golden years of aviation when aircraft were exploring and opening up the remote areas of the world.

The distinctive high-wing utility monoplanes were built by the Fairchild Airplane Manufacturing Corporation of Farmingdale, Long Island from 1926 to 1931; by Canadian Vickers Limited of Montreal in 1928, and by Fairchild Aircraft Limited of Longueuil, Quebec from 1930 to 1947. It also seems fitting to include in this record the aircraft produced by the American Airplane and Engine Corporation, a wholly-owned subsidiary formed by The Aviation Corporation in April, 1931, on the withdrawal of Fairchild interests from AVCO. The engineering and technical organization of American, originally assembled by Fairchild, continued development of designs begun under the aegis of the Fairchild Airplane Manufacturing Corporation, but in the late summer of 1932, all engineering, testing and production activities at American were terminated by AVCO. Subsequent development of the utility monoplane was continued by the Fairchild company in Canada where this design met its greatest acceptance.

In the operational field, the new Canadian Airways Ltd., formed in 1930, was the largest civil operator of Fairchild utility aircraft. It acquired the fleets of the old Canadian Airways Ltd., Fairchild Aviation Ltd., International Airways Ltd., and Canadian Transcontinental Airways Ltd. and over the years it operated a total of 37 different Fairchild monoplanes. Among the military organizations, the Royal Canadian Air Force, with a total of 46 different



Fairchild's, was by far the largest operator. The U.S. Army Air Corps, by way of contrast, procured only 19 machines originally but later drafted 3 civil machines in 1941-42.

In preparing this material, several observations of interest have been made. From a reading of the aviation literature it could easily be assumed that the Model 71 was the most widely used Fairchild model, but it can be seen in this production record that the FC-2s outnumbered the 71s. Also, it may be noted that the headline-making Fairchild's, the CITY OF NEW YORK, Cdr. Byrd's STARS AND STRIPES and the Bremen rescuers, were all of the FC-2W/FC-2W2 family. Finally, it has been stated or inferred that the greatest advance in the evolution of the Fairchild monoplanes was the transition of the FC-2W2 into the Model 71. This is, of course, incorrect for that change was a minor one — more cosmetic than utilitarian. The big development occurred with the Model FC-2W which had double the power of its predecessor — not to mention the six-foot increase in span.

Since the complaint has been heard that, owing to their similarity, it is difficult to distinguish between members of the Fairchild family, a brief description of each model is provided here together with photographs. Exceptions are models 72 and 81.

Some mention of the rationale behind the Fairchild model designator system might also prove helpful. In the 1926-28 period, the model designators simply indicated the basic aircraft type (FC=Fairchild Cabin) with an accompanying dash number signifying the sequential model produced. Changes in wing span, overall length, etc. did not affect the basic model designator, nor did the installation of various engines. To differentiate between models of the FC-2 which were powered by engines other than the standard Wright J-5 Whirlwind, a letter indicating the name of the engine was added to the basic model designator. Thus, the Model FC-2C was established for the FC-2 with the Curtiss C-6 engine. Similarly, Model FC-2W was assigned to those aircraft

The Fairchild Monoplanes ranged far and wide, from the Arctic to the Antarctic. At top is FC-2 G-CAGC, c/n 4, after breaking through the ice in northern Quebec. Kenneth F. Saunders, Chief pilot of Fairchild Aviation assesses the situation. (Photo — via Fairchild)

Possibly the most famous was FC-2W2, NX8006, c/n 140, of the Byrd Expedition, shown here at Little America base. (Via Fairchild)

First in the long line was the FC-1 shown at left. (Fairchild)

Below, CF-AXA, a Fairchild 82A at the Dominion Skyways seaplane base, Senneterre, P.Q., in 1936. Its contemporary, in background was the Bellanca CH-300 Pacemaker, CF-ANU. (K.M. Molson)



powered by the P&W Wasp, and the growth version of the FC-2W became the Model FC-2W2.

In 1929 a totally new system was developed which normally involved two digits. In the Model 71, for example, the designator indicated the *first* seven-place design. The left digit represented the number of seats; and the right digit, the first, second, third, etc., design with that seating capacity. Subsequent variations in that design were identified by letters of the alphabet (71A, 71B, etc.). The Model 72 designator identified the *second* seven-place design.* The later cabin monoplanes produced in Canada used the Bellanca model designation system, introduced by N.F. Vande- lipp when he joined the Canadian company in 1936. This system used two numbers separated by a dash, the first number indicated one tenth of the wing area and the second indicated one tenth of the horse power of the particular model.

*The rationale for the aircraft built by American Airplane & Engine Corp. does not conform to either of these systems and it is not known on what basis the various model designators were selected.

ACKNOWLEDGEMENTS

The authors acknowledge the assistance received from the following who helped bring this listing to its present state: M.G. (Dan) Beard, John M. Davis, John R. Ellis, and Althea Lister. Recognition of those collectors who supplied photographs is specifically acknowledged in the credit lines and, in addition, A.G. Parker supplied two Fairchild Aircraft photos. The help of R.W. Bradford of the Museum of Science & Technology in the supply of photographs is also gratefully acknowledged.

The authors are interested in adding to this record and request that anyone having further information or photographs write either K.M. Molson, 20 Ridgevalley Crescent, Islington, Ontario, Canada, or T.K. Rinehart, Fairchild Industries, Fairchild Republic Company, Hagerstown, Maryland 21740.

At top, the FC-2W2, G-CTL, c/n 511, stormbound with its crew near Coppermine, Northwest Territory. (K.M. Molson Collection)

Another FC-2W2, NC8039, c/n 529, was far south, flying over the Andes Mountains between Santiago, Chile, and Buenos Aires, Argentina, for Pan American Grace Airways. (Photo via Fairchild)

Last in this series of Fairchild Monoplanes was the advanced Fairchild 150, a design of the late Virginius E. Clark, which went to General Aviation to become the GA-43. (Rudy Funk Collection)

Equally rugged mountains were spanned frequently in British Columbia by Fairchild Monoplanes, like this FC-2W, G-CXYN, below. (RCAF)





Fairchild FC-1A, c/n 1, formerly FC-1, later reg's C-103.

(Fairchild)



Fairchild 51, NC3352, c/n 31, formerly FC-2, later X-BACW. (P.M. Bowers)



FC-2, G-CAHL, c/n 5, early production 3-longeron.

(Fairchild)



Model 51A, c/n 37, former FC-2 RCAF 31, later RCAF 628. (J. McNulty)



FC-2, late production 4-longeron, for Child

(Fairchild)



FC-2W, the prototype, as G-CYYU, later RCAF 619.

(Fairchild)



FC-2L with three-blade propeller.

(RCAF No. RE17068)



FC-2W2, former G-CART, rebuilt as 71CM, reg'd CF-AUA (J.A. Richardson)

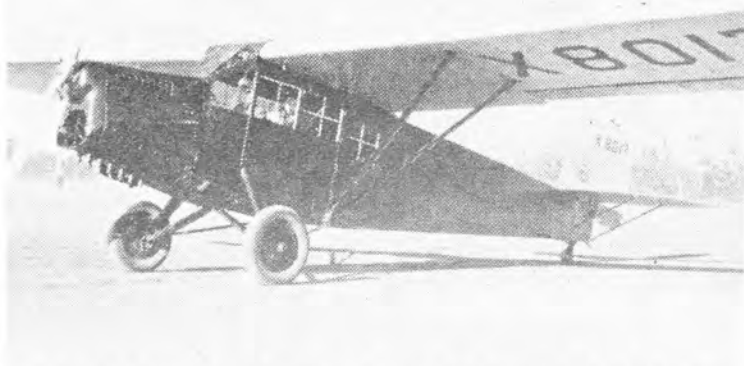


Fairchild FC-2W2, c/n 138, as CF-AHG, formerly NC8004. (J. McNulty)



Model 41A, c/n 2, as NC146H

(Fairchild)



51B, c/n 157, former FC-2 NC8017. Ranger GV-770. (Amer. A/c & Engrg.)



Model 42, c/n 3, as NC81M

(Gordon S. Williams)



Model 61, c/n 525, 6-place FC-2W2, as G-CAVR

(Fairchild)



Model 71, c/n 600, as NC9708

(Fairchild)



Model 41, c/n 1, as NC390

(Fairchild)



Model 71, c/n 674, as RCAF 640, former G-CYWE, later CF-BVI (RCAF)



Fairchild 71A, c/n 3501, NC952V, later PP-AVD, PP-LTB (Dan Beard Coll.)



Model 51-71, c/n 28, CF-AWP

(J.F. McNulty Collection)



Model 71C, c/n 4/767, former 71B G-CYVE, later RCAF 630 (J. McNulty)



82A, c/n 35, CF-AXA

(Fairchild)



71B, c/n 7, No. 182, later RCAF 646, then CF-BVS

(Fairchild)



82B, c/n 45, CN1

(K.M. Molson Collection)



71E, as U.S. Air Corps XF-1, formerly XC-8, A.C. 30-391 (G.S. Williams)



82D, No. 151 of Argentine Navy, later LV-FHZ

(Fairchild)



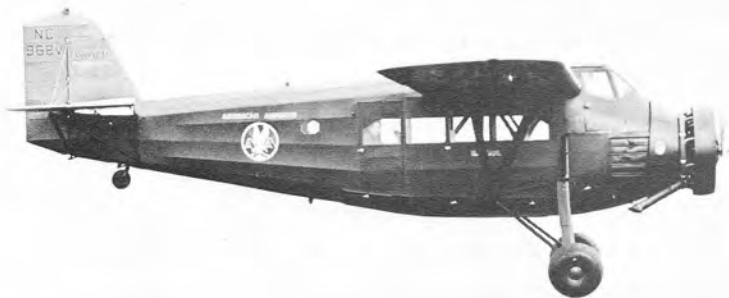
Fairchild 100, c/n 6000, NC754Y

(Fairchild)



Model 45/80 Sekani

(Fairchild)



Model 100A Pilgrim, NC968V, c/n 6601

(Rudy Funk Collection)



Super 71, CF-AUJ, c/n 50

(Nat'l Research Council)



100B, YIC-24

(G.S. Williams)



Super 71P, RCAF 666.

(RCAF)



Model 34-42 Niska, CF-AX0, later Model 82D, CF-MAK

(Fairchild)



F-11 Husky, CF-EIR, c/n 12.

(K.M. Molson Collection)

FAIRCHILD UTILITY MONOPLANES

MODEL	TYPE	ENGINE	APPROVAL	DESCRIPTION
FC-1	4PCLM	Curtiss OX-5 (90 hp)	None	Prototype Fairchild high-wing cabin monoplane; 44-foot wing span; wings fold; 3-longeron rear fuselage; full span ailerons also act as flaps; first flight 14 June 1926.
FC-1A	4PCLM	Wright J-4 (200 hp)	None	Model FC-1 prototype re-engined; first flight 8 January 1927.
FC-2	5PCLM	Wright J-5 (220 hp)	ATC #10 12 Jul 27	Production; 44-foot wing span; wings fold; no flaps; early aircraft have 3-longeron fuselage; later aircraft 4-longeron; first flight 20 June 1927.
FC-2C	5PCLM	Curtiss C-6 (160 hp)	Memo 2-40 2 Feb 29	Production; Model FC-2 re-engined; all aircraft to Curtiss Flying Service; first flight 12 June, 1927.
FC-2	5PCLM	Curtiss Challenger (170 hp)	ATC #75 20 Nov 28	Modification of Model FC-2C by Curtiss Flying Service; one example known.
FC-2L	5PCLM	Armstrong-Siddeley Lynx (215 hp)	None	Modification of RCAF Model FC-2s; six aircraft; 3-blade propeller; approximate date of prototype October 1929.
FC-2W	5PCLM	P&W Wasp B (410 hp)	ATC #20 1 Dec 27	Production; as Model FC-2 but with 50-foot wing span; early aircraft have short ailerons but later modified to longer configuration; first flown in fall of 1927.
FC-2W1)	5PCSM	P&W Wasp B (410 hp)	ATC #61 9 Aug 28	Production; as Model FC-2W but with rear fuselage lengthened 2 feet; c/n 140 and subsequent had enlarged horizontal tail with balanced elevators; some earlier examples later modified to incorporate new tail; three aircraft as 6-place (Model 61) and three as 7-place.
FC-2W2	5PCSM	P&W Wasp B (410 hp)	ATC #61 11 Jan 29	
41	4PCLM	Wright J-5 (220 hp)	None	Prototype; high-wing cabin monoplane; 36-foot wing span; wings fold; one aircraft only; first flight November 19, 1927.
41A	4PCLM	Wright J-6-9 (300 hp)	None	Prototype; scaled down Model 71; 45-foot wing span; wings fold; later certified as Model 42 which see.
42	4PCLM	Wright J-6-9 (R-975/300 hp)	ATC #242 30 Sept 29	Production version of Model 41A; c/n 3 as 5-place aircraft; first flight of Model 42 29 July 1929.
	5PCLM		Memo 2-203 16 Apr 30	
51	5PCLM	Wright R-975 (300 hp)	Memo 2-86 28 Jun 29	Modification of 4-longeron Model FC-2; fitted with Frise ailerons; no known factory production.
	5PCSM		ATC #357 25 Aug 30	
51A	5PCLM	P&W Wasp Jr (300 hp)	ATC #358 25 Aug 30	Modification of 4-longeron Model FC-2; fitted with Frise type ailerons; no known factory production.
51B	5PCLM	Ranger GV-770	None	Prototype; Model FC-2 with first Ranger 12 engine and Model 71 tail; first flight 25 October 1931.
51/71		P&W Wasp Jr (300 hp)		Canadian model using Model 71 fuselage and Model 51 wings; one aircraft only.
61	6PCLM	P&W Wasp B (410 hp)	ATC #61 11 Jan 29	Production; 6-place version of Model FC-2W2; three aircraft only.
71	7PCLM	P&W Wasp B (410 hp)	ATC #89 24 Nov 28	Production; formalized version of 7-place Model FC-2W2; differences include oval rear windows and more elaborate and smoother fairing of the fuselage.
71A	PCLM	P&W Wasp B (410 hp)	ATC #289 14 Jan 30	Production; Model 71 with 5° sweepback in wings; one 5-place machine for Bell Telephone Laboratories for air/ground radio experimentation.
	5PCLM		Memo 2-290 18 Oct 30	
71B	7PCLM	P&W Wasp B (410 hp)	ATC #89 24 Nov 28	Production; light-weight Model 71 specifically for Canadian operators; simplified fuselage fairing, more rugged cabin interior, skylight/emergency exit, etc.
71C	7PCLM	P&W Wasp B (410 hp)	None	Proposed design only; U.S. ambulance version of Model 71.
71C	7PCLM	P&W Wasp B (410 hp)		Production; Canadian development of Model 71B; gross weight increased to 6000 lbs; improved oil system, cabin access, cowling, etc.
71CM	7PCLM	P&W Wasp B (410 hp)		Prototype; Canadian design; as Model 71C but with metal covered fuselage; cabin doors open upward; revised windshield; one aircraft only.
71D	1PCLM	P&W Wasp B (410 hp)		Proposed design only; U.S. conversion of Model 71 to mailplane; pilot in open cockpit aft of wing; parasol wing replaces standard cockpit and fuselage/center section structural interface. Empty wt. 3000 lbs., mail 600 lbs. pilot, fuel as 71, gross wt. 4800 lbs.
71E	3PCLM	P&W Wasp B (410 hp)	None	Production; militarized photographic version of Model 71 as Model XF-1 for U.S. Army Air Corps. (See note a.)
Super 71	9PCSM	P&W Wasp T1D1 (520 hp)		Prototype; Canadian design using Model 71C wings on metal monocoque fuselage; canopied cockpit aft of cabin; one aircraft only; first flight 31 October 1934.
Super 71P		P&W Wasp T1D1 (520 hp)		Prototype; Canadian design; militarized photographic version of Model Super 71 for RCAF; cockpit moved forward of wing and cabin to standard location; two aircraft only.
72	7PCLM	P&W Wasp B (410 hp)	None	Prototype; U.S. modification of Model 71 to improve cockpit visibility; pilot's seat and entrance door raised approximately 15 inches; cockpit faired aft into back of fuselage; three aircraft only; first flight 31 July 1929; no known drawings/photos.
		or P&W Hornet (525 hp)		
81	8PCLM	P&W Hornet (525 hp)	None	Prototype; U.S. design for RCAF to replace Model 71 photographic aircraft; probable configuration included side-by-side seating of pilot and navigator; three aircraft laid down; one completed; no known drawings or photos.
		or Armstrong-Siddeley Jaguar (400 hp)		
82	12PCLM	P&W Wasp C (420 hp)		Proposed Canadian design; high-wing cabin monoplane, Model 71C wings; side-by-side seating in front cockpit; enlarged cabin and entrance doors for cargo; folding bench seats; none built.
82A	12PCLM	P&W Wasp		Production; Canadian design; as Model 82 with either of three engines noted at customer option; first flown in late June, 1935.
	12PCSM			P&W Wasp T1D1 (525 hp) SC-1 (450 hp) P&W Wasp S1D1 (550)
82B	12PCLM	P&W Wasp S3H1 (550 hp)		Production; Canadian design; re-engined Model 82.
	12PCSM			

FAIRCHILD UTILITY MONOPLANES

MODEL	TYPE,	ENGINE	APPROVAL	DESCRIPTION
82C	12PCLM	Wright R-975-E3		Proposed Canadian design; re-engined Model 82.
82D	12PCSM	(420 hp)		
100	12PCLM	P&W Wasp S3H1		Production; as Model 82B with enlarged fin.
	12PCSM	(550 hp)		
100	9PCLM	P&W Hornet B	ATC #390	Prototype; U.S. design; high-wing monoplane; 57-foot wing span; foldable, fabric-covered wings of metal structure; first flight 22 October 1930; one aircraft only.
		(575 hp)	14 Jan 31	
100A	10PCLM	P&W Hornet B	ATC #443	Production; development of Model 100; cockpit & windshield redesign; lavatory; extensive fuselage fairing to accommodate passenger luggage, etc.; all to American Airlines; first flight 14 July 1931.
		(575 hp)	21 Aug 31	
100B	10PCLM	Wright Cyclone	ATC #470	Production; as Model 100A with increased fin area; all civil production to American Airlines; four aircraft (less fuselage fairings for luggage) to U.S. Army Air Corps as Model Y1C-24; first Cyclone-powered flight test 25 November 1931; first Y1C-24 flight 17 December 1931; all Model 100B also eligible as 1-place cargo carriers.
		R-1820-E	25 Mar 32	
		(575 hp)		
150	11PCLM	Wright Cyclone	None	Prototype; U.S. design; low-wing monoplane; all-metal monocoque fuselage; initially fixed, later retractable landing gear; metal wing structure fabric covered; first flight 22 May 1932; design rights sold to General Aviation; there produced as Model GA-43A (ATC #527, 26 February 1934).
		R-1820-E		
		(575 hp)		
34-42 (Niska)	12PCLM	Ranger SGV770-A3		Prototype; Canadian design; as Model 82D with Fairchild Ranger 12 engine; one aircraft only; later refitted as Model 82D.
40-50		(420 hp)		
		(2) Ranger 250 h.p.		Proposed Canadian design. Sept. 1936. Layout as for Model 45-80. Gross wt. 7240 lbs.
45-68		(2) Ranger V-12, 340 h.p.		Proposed Canadian design. Layout as for Model 45-80. Gross wt. 8000 lbs.
45-80	12PCLM	(2) P&W Wasp Jr SB		Prototype; Canadian design; high-wing; 57-foot span; two pilots side-by-side; first flown in fall 1937; two aircraft only. Gross wt. 10,000 lbs.
(Sekani)	12PCSM	(400 hp)		
45-84	12PCLM	(2) Ranger GSV-770		Proposed Canadian design. As Model 45-80 but Ranger engines. Gross wt. 10,000 lbs.
F-11 (Husky)	10PCLM	P&W Wasp Jr T1B3		Production; Canadian design; high-wing monoplane; 54.75-foot wing span; monocoque fuselage with rear loading door; some aircraft later fitted with Alvis Leonides 503/8 engine (550 hp); first flight 14 June, 1946.
	10PCSM	or SB3		
		(450 hp)		

PRODUCTION TOTALS

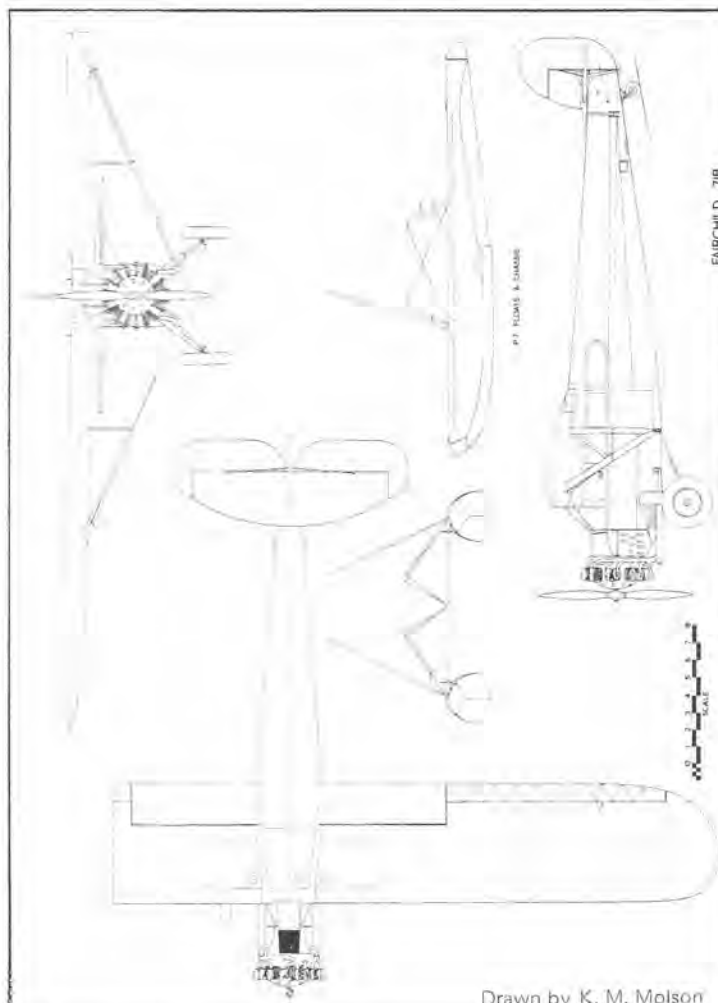
Type	U.S. A.	Canadian	Total
FC-1	1	-	1
FC-2 & -2C	149	12	161
FC-2W-1 & -2	50	-	50
41 & 42	8	-	8
51/71	-	1	1
71, 71A, 71B, 71C, 71CM & 71E	121	21	142
Super 71 & 71P	-	3	3
72	1	-	3
81	1	-	1
82A, 82B & 82D	-	2	2
45-8C, Sekani	-	2	2
100, 100A & 100B	27	-	27
F-11, Husky	-	-	1
150	1	-	1
Total	361	74	435

The above figures include the following assumptions:

- All missing c/n's were completed.
- C/N's 13, 39, 44, 45, 49, 52, 53, 54, 70, 76, 100, 104, 105, 111, 133, 145, 146, 154, 160, 161, 164, 165, 166 & 170 were FC-2's.
- C/N's 96, 134, 512, 520, 521 & 531 were FC-2W-1 or -2's.
- The USAF procured one standard 71 (c/n 604) and then took 14 Model 71E's which were allocated a new and unknown block of numbers.
- All Model 51 aircraft were converted from FC-2 aircraft.
- Dan Beard, Fairchild test pilot, states 3 Model 72 aircraft were built. It would seem that this must be correct but c/n and registration have only been determined for one.
- The single Model 34-42, Niska, was not satisfactory and was converted to a Model 82D by changing the engine and it is shown in the Model 82 production total.

ABBREVIATIONS

CMA	Compania Mexicana de Aviacion, Mexico City, Mexico.
DND Canada	Department of National Defense, Canada.
FAL	Fairchild Aircraft Ltd., Longueuil, Quebec, Canada.
FAM	Fairchild Airplane Manufacturing Corp., Farmingdale, N.Y.
MGAS	Manitoba Government Air Service, Winnipeg (later Lac du Bonnet, Man).
NASM	National Air & Space Museum, Washington, D.C.
OPAS	Ontario Provincial Air Service, Sault Ste. Marie, Ontario.
OTRACP	Organizacao Tecnica de Recuperacao de Avioes Cruz Pinto Ltda., Brazil.
PAA	Pan American Airways Inc., New York, N.Y.
Panagra	Pan American Grace Airways Inc., New York, N.Y.
P & W	Pratt & Whitney Aircraft Co., Hartford, Connecticut.
TACA	Transportes Aereos Centro Americanos



FAIRCHILD AIRPLANE MANUFACTURING CORP. — PRODUCTION RECORD

C/N	TYPE	DATE REGIST.	FIRST OWNER and REMARKS	C/N	TYPE	DATE REGIST.	FIRST OWNER and REMARKS
1	FC-1	6/26 —	FAM. Later modified to FC-1A & reg'd. C-103	42	FC-2	—/28 C-3888	Campbell-DeSchepper Airplane Co., Moline, Ill.
2	FC-2	6/27 NS-7	Dept. of Com. On Lindbergh tour. Later as C-9104.	43	FC-2	6/28 G-CATA	Fairchild Aviation Ltd., Grand'Mere, P.Q. (See note 3.)
3	FC-2C	6/27 3023	Curtiss Flying Service Inc. Later with Curtiss Challenger engine, later NC-32.	44/45			
4	FC-2	6/27 G-CAGC	Fairchild Aerial Surveys (of Canada) Ltd., Grand'Mere, P.Q.	46	FC-2	C-3943	Mid Plane Sales & Transit Co., Minneapolis.
5	FC-2	7/27 G-CAHL	Fairchild Aerial Surveys (of Canada) Ltd., Grand'Mere. See note 5.	47	FC-2	2/28 NC-4084	L.H. Aircraft Corp., Hartford, Conn.
6	FC-2C	C-1417	Curtiss Flying Service Inc., Garden City, N.Y.	48	FC-2W:1	11/27 G-CAIP	Canadian Transcontinental Airways Ltd., Quebec, P.Q. Bremen rescue airplane.
7	FC-2	7/27 C-1418	Sterling Rohlf, New Mexico.	49			
8	FC-2	NC-951	E. M. Ronne, Buffalo, N.Y.	50	FC-2W	X-3970	Caminez Engine Corp., Farmingdale, L.I., N.Y. Caminez engine serial 15 installed.
9	FC-2	8/27 M-SCOE	Compania Mexicana de Aviacion, later NC-998 PAA	51	FC-2	—/28 C-3984	D. Woodward Flying Service, Leroy, N.Y.
10	FC-2	8/27 NS-8	U.S. Bureau of Standards. Later as Model 51.	52/54			
11	FC-2	C-1330	Potomac Flying Service, S. Washington, Va.	55	FC-2	3/28 C-4083	L.H. Aircraft Corp., Hartford, Conn.
12	FC-2	—/27 NC-1523	Brock & Weymouth, Phila. To Canada 12/27 as G-CAWH	56	FC-2	2/28 C-4085	Weeks Flying Service, Milwaukee, Wis.
13				57	FC-2C	2/28 C-4C43	Curtiss Flying Service Inc., Garden City, N.Y.
14	FC-2	C-1521	Ludington Air Service, Philadelphia, Pa.	58	FC-2C	2/28 C-4072	Curtiss Flying Service Inc., Garden City, N.Y.
15	FC-2	1654	West Indian Aerial Express	59	FC-2	—/28 NC-4074	W.H. Derwin, Claremont, Calif.
16	FC-2	9/27 G-CAID	Western Canada Airways Ltd., Winnipeg, Man.	60	FC-2	4/28 G-CAJJ	General Airways Ltd., Toronto, Ont.
17	FC-2	10/27 G-CAIE	Western Canada Airways Ltd., Winnipeg, Man.	61	FC-2	C-4086	Rodgers Air Lines Inc., Miami, Fla.
18	FC-2	10/27 G-CAIH	Fairchild Aviation Ltd. Rebuilt with new fuselage as Model 51, CF-AUX.	62	FC-2	5/28 G-CANB	As CF-AAP in 1/29.
19	FC-2	10/27 G-CYYV	DND Can. Later FC-2L, G-CYUW. To Model 51. Later RCAF 625.	63	FC-2	3/28 G-CYXX	Canadian Airways Ltd., Montreal, P.Q.
20	FC-2	C-1620	Later CF-BVR. American Aircraft Corp., Los Angeles, Cal.	64	FC-2	2/28 G-CYXM	DND Can. Later FC-2L.
21	FC-2	C-1852	Colonial-Western Air Transport	65	FC-2	3/28 G-CYXY	DND Can. Later RCAF 211 & 623.
22	FC-2	C-1921	Daniel Franklin, Oneonta, N.Y.	66	FC-2	2/28 G-CYXL	Later FC-2L.
23	FC-2	11/27 G-CYYT	DND Can. Later Model 51A. Later RCAF 627. Later CF-BVY.	67	FC-2	C-4269	DND Can. Later FC-2L.
24	FC-2	C-1772	American Aircraft Corp., Los Angeles, Cal. As X-BAEE in '31.	68	FC-2	5/28 G-CYXW	Chadbourne Flying Service, Carpinteria, Cal.
25	FC-2	—/27 NC-927	Central New York Airways Inc., Norwich, N.Y.	69	FC-2	C-4357	DND Can. Later RCAF 624. Later Model 51.
26	FC-2	1/28 C-3616	Miss Pearl Glenn, Sayville, N.Y. Later to Canada, May/28, as G-CAKC.	70			Potomac Flying Service, S. Washington, Va.
27	FC-2	C-3315	New England Flying Service, Hartford.	71	FC-2	C-4440	Cardinal Fliers Inc., Louisville, Kentucky.
28	FC-2W	1/28 G-CAIQ	Canadian Transcontinental Airways Ltd., Quebec, P.Q. Bremen rescue. (see note 6.)	72	FC-2W	NC-4394	Pan American Airways Inc.
29	FC-2	—/27 NC-3316	Colonial Air Transport Inc., Buffalo, N.Y.	73	FC-2	—/28 C-4441	Rufus R. Rand Jr. (Mid Plane Sales & Transit Co., Minneapolis, Minn.)
30	FC-2	C-3432	Compania Mexicana de Aviacion as X-ABCM. Later Pan American Airways Inc.	74	FC-2	NC-4336	FAM Delivered to Imperial Japanese Army.
31	FC-2	NC-3352	Fairchild Aerial Service. Later Model 51. As X-BACW in '30.	75	FC-2	NC-4860	Dennison Airport Corp., Atlantic, Mo.
32	FC-2	—/27 C-3410	Lloyd C. Yost, Pinehurst, N.C.	76			
33	FC-2	NC-3496	Later of Conyngham, N.J.	77	FC-2	C-4550	Chesapeake Aircraft Co., Baltimore, Md.
34	FC-2	1/28 RCAF 29	Matthew Whitin Whittall, Worcester, N.Y.	78	FC-2W	4/28 NC-4610	Gar Wood, Detroit.
35	FC-2	NC-3569	DND Can. Later RCAF 621. Later Model 51.	79	FC-2	—/28 C-4763	Des Moines Register & Tribune.
36	FC-2	1/28 RCAF 30	Curtiss Flying Service Inc. Now at EAA Museum, Hales Corners, Wis.	80	FC-2W	—/28 C-4616	Bell Telephone Laboratories Incorp'd. Later on Labrador survey for Amer. Geo. Society.
37	FC-2	1/28 RCAF 31	H.M. Harcom owner.	81	FC-2	NR-4764	American Airways.
38	FC-2	C-3861	DND Can. Later RCAF 622. Later Model 51.	82	FC-2W	5/28 G-CYXR	DND Can.
39			DND Can. Later RCAF 628. Later Model 51.	83	FC-2	C-4878	Campbell-DeSchepper Airplane Co., Moline, Ill.
40	FC-2	NC-3637	Potomac Flying Service, S. Washington, Va.	84	FC-2W	6/28 G-CYXQ	DND Can. Later RCAF 618.
41	FC-2	12/27 NC-3899	Rodgers Air Line Inc., Miami, Fla. Later Model 51, NR-3637.	85	FC-2	NC-4771	Ludington Air Service, Philadelphia, Pa.
			Compania Mexicana de Aviacion as X-ABCN. Later Pan American Airways. Later Model 51.	86	FC-2W	6/28 NX-5501	J.H. Mears, "City of New York." Round the world flight. As CF-ACZ in 5/29.
				87	FC-2C	NC-4755	Curtiss Flying Service. Later as Model 51.
				88	FC-2W	6/28 G-CYXO	DND Can. Later RCAF 616.
				89	FC-2C	NC-4756	Curtiss Flying Service Inc., Garden City, N.Y.
				90	FC-2W	6/28 G-CYXN	DND Can. Later RCAF 615.
				91	FC-2	NC-5458	Boston Airport Corp., Boston, Mass.
				92	FC-2W	G-CYU	DND Can. Later RCAF 619.
				93	FC-2	5/28 G-CARA	FC-2W prototype. Apparently made Fall 1927 & del'd. 5/28.
							Northern Aerial Minerals Exploration Ltd., Toronto, Ont.

FAIRCHILD AIRPLANE MANUFACTURING CORP. — PRODUCTION RECORD

C/N	TYPE	DATE REGIST.	FIRST OWNER and REMARKS	C/N	TYPE	DATE REGIST.	FIRST OWNER and REMARKS
94	FC-2W	6/28 G-CYXP	DND Can. Later RCAF 617.	139	FC-2	/28 NC-6853	Pan American Grace Airways Inc. Now in NASM collection, Washington, D.C.
95	FC-2	C-5363	United Air Lines Ltd., Chicago, Ill.				
96				140	FC-2W-2	NX-8006	Byrd Antarctic Expedition, "Stars and Stripes." Now in NASM collection, Washington, D.C.
97	FC-2	6/28 G-CARE	Northern Aerial Minerals Exploration Ltd., Toronto, Ont. As CF-MAH in 4/35.	141	FC-2	C-6800	Southwestern Aerial Survey, Austin, Texas. Converted to Model 51A.
98	FC-2	3/28 G-CANF	Fairchild Aviation Ltd., Grand'Mere, P.Q.	142	FC-2W-2	/28 NC-7271	Earl S. Daugherty, Long Beach, Calif. Later as C-7287 with Yellow Cab Airways, Des Moines.
99	FC-2	—/28 C-5575	Pennsylvania Air Lines, McKeesport, Pa.	143	FC-2	C-6803	FAM. Later Compania Mexicana de Aviacion. As X-AACO.
100							FAM.
101	FC-2	C-5365	Mid Plane Sales & Transit Co., Minneapolis.	144	FC-2	C-6802	
102	FC-2	C-5354	Later Model 51.	145/146			
103	FC-2	NC-6536	Hyannis Airport Corp., Hyannis, Mass.	147	FC-2	/28 C-6922	Dungan Airways Inc., Cleveland, Ohio.
104/105							FAM.
106	FC-2	—/28 C-5856	Pennsylvania Air Lines Inc., McKeesport, Pa.	148	FC-2	NC-8001	
107	FC-2	5/28 G-CAIU	Prospectors Airways Ltd., Toronto, Ont. Reported as 1st 4 longeron FC-2.	149	FC-2	C-6954	
108	FC-2	—/28 C-5574	FAM. Later Model 51. As X-BADV in '30.	150	FC-2	/28 NC-8002	FAM. Later E.B. Cole, Peoria Ill.
109	FC-2	—/28 NC-5508	Colonial Western Airways Inc., New York, N.Y.	151	FC-2	C-6921	T. Claude Ryan Air Service, San Diego, Cal.
110	FC-2	6/28 G-CARH	Dominion Explorers Ltd., Toronto, Ont.	152	FC-2	/28 NC-8003	FAM. Later G. Law, Espanola, N.M.
111				153	FC-2	NC-7073	Ludington Flying Service Inc., Philadelphia.
112	FC-2W-2	6/28 G-CAIW	Can. Transcontinental Airways Ltd., Quebec. Conv'ted. to 71C. Rebuilt as CF-BKP.	154			
113	FC-2	—/28 C-5854		155	FC-2	C-7066	FAM.
114	FC-2	—/28 C-5642	Philadelphia Air Transport Co., Norristown, Pa.	156	FC-2	/28 NC-7272	Pennsylvania Air Lines Inc., McKeesport, Pa.
115	FC-2	—/28 C-5643	Michigan Air Transport Inc., Grand Rapids, Mich.	157	FC-2	/28 NC-8017	FAM experimental a/c. Later X-8017. Ranger GV-770 engine, serial 29, installed.
116	FC-2	C-5858	Colonial Western Airways Inc., New York, N.Y.	158	FC-2	NC-8009	Lee M. Francis, Buffalo, N.Y.
117	FC-2	C-6692	Interstate Airlines Inc., Chicago, Ill.	159	FC-2	/28 NC-8007	Weeks Aircraft Corp., Milwaukee, Wis. (Note 2.)
118	FC-2	—/28 NC-6705	B.F. Goodrich Rubber Co., Akron, Ohio.	160/161			
119	FC-2	C-5985	Curtiss Flying Service Inc., Garden City, New York.	162	FC-2	/28 NC-8008	Pittsburg Air Transport Corp., Pittsburg, Pa. (Note 2.)
120	FC-2	6/28 G-CARI	Dominion Explorers Ltd., Toronto, Ont.	163	FC-2	/28 NC-8012	Roosevelt Flying Corp., Garden City, N.Y. (Note 2.)
121	FC-2	C-6620	Embry-Riddle Co., Cincinnati, Ohio.	164/166			
122	FC-2	NC-6537	Colonial Air Transport Inc., New York, N.Y.	167	FC-2	NC-8034	Pittsburg Air Transport Corp., Pittsburg, Pa. (Note 2.)
123	FC-2	—/28 C-6619	Embry-Riddle Co., Cincinnati, Ohio.	168	FC-2	NC-8023	Airview Flying Service, Red Bank, N.J. (Note 2.)
124	FC-2	C-5855	Mid Plane Sales & Transit Co., Minneapolis.	169	FC-2	/28 NC-8037	Fairchild Aerial Surveys Inc., New York, N.Y. Later Model 51.
125	FC-2	C-5857	Dungan Airways Inc., Cleveland, Ohio.	170			
126	FC-2W-2	7/28 G-CART	Can. Transcontinental Airways Ltd. Rebuilt as 71CM, CF-AUA, (FAL c/n 16)	171	FC-2	C-9120	FAM. Later Model 51.
127	FC-2	/28 NC-6370	Wadhams Oil Co., Milwaukee, Wisc. Later, Marc./32 became CF-ATG.	172	FC-2	/28 C-9161	Roosevelt Flying Corp., Garden City, N.Y. (Note 2.)
128	FC-2W-2	/28 NC-6621	Brock & Weymouth Inc., Phila. Now in Canadian aircraft collection at Ottawa as c/n 126.	173/175			
129	FC-2	C-6707	FAM.	511	FC-2W-2	8/28 G-CATL	Northern Aerial Mineral Exploration Ltd., Toronto, Ontario.
130	FC-2W-2	7/28 G-CARJ	Northern Aerial Minerals Exploration Ltd., Toronto, Ont.	512			
131	FC-2	NC-6852	Stout Air Services Inc.	513	FC-2W-2	/28 NC-8016	FAM. As CF-BXD in 4/43.
132	FC-2W-2	10/28 G-CARM	W.L. Phelps, Whitehorse, Yukon Territory.	514	FC-2W-2	/28 NC-8014	FAM. As CF-AAN in 1/29, Dominion Explorers Ltd., Toronto, Ontario.
133			Possibly FC-2, NC-6953 of Panagra.	515	FC-2W-2	9/28 G-CAVL	Canadian Colonial Airways Inc., New York, N.Y.
134			Probably FC-2W-2, NX-7572 (See note 4).	516	FC-2W-2	/28 NC-8028	Canadian Colonial Airways Inc., New York, N.Y. As CF-AKT in 1930.
135	FC-2	C-6851	Walter Hinton, Washington, D.C. (Note 2).	517	FC-2W-2	/28 NC-8024	Can. Airways Ltd.
136	FC-2W	/28 C-7034	Utah Oil Refining Co., Salt Lake City, Utah.	518	FC-2W-2	/28 NC-8025	C.E. Morane Co. Inc., Washington, D.C.
137	FC-2	/28 NC-6854	Pittsairn Aviation of Penna. Inc., Willow Grove, Pa. (Note 2).	519	FC-2W-2	/28 NC-8026	Parker Pen Co., Janesville, Wisconsin.
138	FC-2W-2	/28 NC-8004	Canadian Colonial Airways Inc., New York, N.Y. Later CF-AHG in 8/29.	520/521			Pan American Grace Airways Inc.
				522	FC-2W-2	9/28 G-CAVN	Canadian Colonial Airways Inc., New York, N.Y.
				523	FC-2W-2	/28 NC-8036	N.A. Perry, Indianapolis, Ind. Six place Model 61. As CF-BXF in 7/43.
				524	FC-2W-2	/28 NC-8035	FAM. As CF-AAO, Dominion Explorers Ltd., Toronto, Ontario in 1929.
				525	FC-2W-2	10/28 G-CAVR	Fairchild Aviation Ltd., Grand'Mere, P.Q. Six place Model 61.
				526	FC-2W-2	/28 NC-8049	Lacrosse Aviation, Lacrosse, Wisconsin. Six place Model 61.
				527	FC-2W-2	/28 NC-9723	Pan American Grace Airways Inc. Seven place Model 71.

FAIRCHILD AIRPLANE MANUFACTURING CORP. — PRODUCTION RECORD

C/N	TYPE	DATE REGIST.	FIRST OWNER and REMARKS	C/N	TYPE	DATE REGIST.	FIRST OWNER and REMARKS
528	FC-2W-2	NC-8038	Interstate Airlines Inc., Murfreesboro, Tenn.	639	71	/29 C-9155	Universal Air Service, FAM.
529	FC-2W-2	/28 NC-8039	Pan American Grace Airways Inc. Seven place Model 71.	640	71	NC-9162	FAM.
530	FC-2W-2	NC-8041	Interstate Airlines Inc., Murfreesboro, Tenn.	641	71	6/29 CF-ACN	Consolidated Mining & Smelting FAM. Later with PAA in Alaska.
531	FC-2W-2		Currently N13934.	642	71A	/29 C-9170	
532	FC-2W-2	/29 NC-9715	Pan American Grace, Sold Peru Gov't. 1932. Seven place. Model 71.	643	71	C-9171	
533	FC-2W-2	NC-9702	Interstate Airlines Inc.	644	71	C-9172	FAM. Later with PAA in Alaska.
534	FC-2W-2	NC-9711	FAM.	645	71	C-9173	To DND, Can. as G-BVQ in 3/30.
535	FC-2W-2	NC-9721		646	71	/29 NC-9174	Later as RCAF 637, then CF-BVQ in 12/41. Sold USAAC in 2/43.
536	FC-2W-2	NC-9722		647	71	C-9198	N.T. Berneson, L.A., Calif.
MODEL 41 & 42				648	71	C-9199	Later with PAA Alaska as NC-10623.
1	41	NC-390		649	71	NC-103H	Embry-Riddle Aviation Corp.
2	41A	/29 NC-146H	FAM.	650	71	NC-104H	FAM.
3	42	/30 NC-81M	S.C. DuBose, Alameda, Calif. As 5 place in Group 2-203.	651	71	NC-115H	Alaska Washington Airways Inc., Seattle, Wash. As CF-AJP in 10/29.
4	42	NC-106M		652	71	6/29 CF-AET	Fairchild Aviation Ltd.,
5	42	/30 NC-246V	FAM.	653	71	6/29 CF-AEU	Fairchild Aviation Ltd.,
6	42	NC-757Y		654	71	/29 NC-116H	Roosevelt Flying Service.
7				655	71	/29 NC-117H	Pennsylvania Air Lines Inc.
8	42	/29 NC-361N	FAM. Later to Walter Hinton. Later NR-361N with P & W Wasp Jr.	656	71	/29 NC-118H	Pennsylvania Air Lines Inc.
MODEL 71				657	71	/29 NC-119H	Aerovias Centrales. Later with Pacific Alaska Airways Inc.
600	71	/28 NC-9708	Interstate Airlines Inc.	658	71	/29 NC-141H	FAM. To Canadian Colonial Airways Inc., in 12/29 as CF-AGK.
601	71	NC-9709	With CMA as X-ABCK, Aerovias Mexico as X-ABEE. Later with Pacific Alaska Airways.	659	71	/29 NC-142H	FAM. Also as X-142H. Later with PAA in Alaska.
602	71	NC-9726	FAM. Later with CMA.	660	71	NC-143H	
603	71	NC-9727	FAM. Later with CMA as X-ABCI. Later Aerovias Centrales as X-ABEF.	661	71	/29 NC-144H	North Pennsylvania Airways Phila., Pa.
604	71	C-9730	FAM. Later USAAC 29-325 as X-C-8.	662	71	/29 NC-145H	Colonial Western Airways Inc., N.Y.C. As CF-BXI in 3/44.
605	71	/28 NC-9734	Lionel T. Berneson, Los Angeles, Calif. Later UC-96, 42-70832.	663	71	/29 NC-155H	Canadian Colonial Airways Inc., N.Y.C. Later with PAA in Alaska.
606	71	/29 NC-9737	Panagra. Later to CMA as X-ABCG.	664	71	6/29 G-CYWX	DND, Canada.
607	71	NC-9738	Scenic Airways Inc., Chicago, Ill.	665	71	7/29 CF-AHC	Fairchild Aviation Ltd.,
608	71	NC-9752	FAM.	666	71	/29 NC-153H	Alaskan Airways Inc., Fairbanks, Alaska. Eilson Relief Expedition.
609	71	/29 C-9750	FAM. As CF-AAX, Fairchild Aviation Ltd., Grand'Mere, P.Q.	667	71	/29 NC-154H	FAM. To FAL as CF-AJK in 9/30.
610	71	3/29 CF-AAT	Can. Transcontinental Airways Ltd.	668	71	/29 NC-156H	Eilson Relief Ex. To Alaskan Airways.
611	71	/29 C-9745	Colonial Air Transport Inc., N.Y.C. Later with PAA in Alaska.	669	71	/29 NC-156H	FAM. To FAL as CF-AKN 1/30.
612	71	3/29 C-9782	Colonial Air Transport Inc., N.Y.C. Later Canadian Colonial Airways	670	71	NC-187H	Later converted to 71C.
613	71	3/29 CF-AAK	Fairchild Aviation Ltd.,	671	71	/29 NC-188H	FAM. To Dominion Explorers Ltd., Toronto, Ontario, as CF-AKX in 2/30.
614	71	/29 NC-9762	FAM.	672	71		To DND, Canada, 3/30, as G-CYWD.
615	71	4/29 RCAF 113	DND, Canada. Later RCAF 405.	673	71		Later RCAF 639.
616	71	4/29 RCAF 114	DND, Canada. Later RCAF 645.	674	71		Roosevelt Flying Serv. As PP-AVC in 9/44 with Aerovias Brazil. As PP-LTA in 8/45 OTRACP.
617	71	NC-9785		675	71	/29 NC-2K	
618	71	NC-9777	FAM. CMA as X-ABCH in '29. Later to Pacific Alaska Airways.	676	71		Alaskan Airways Inc., Fairbanks, DND, Canada, 3/30, as G-CYWE.
619	71	/29 NC-9798	Pan American Grace Airways Inc.	677	71		Later RCAF 640. As CF-BVI 12/41.
620	71	NS-7	Dept. of Commerce. Later NC-346H	678	71	CF-AHA	FAM. Later reg. R-2K.
621	71	NC-9799	Later UC-96, 42-88618.	679	71	NC-4K	Fairchild Aviation Ltd.,
622	71	5/29 CF-ABM	Ludington Air Service, Phila., Pa.	680	71	NC-5K	Canadian Colonial Airways Inc.,
623	71	C-9108	Cons. Mining & Smelting of Can. Ltd. Winnipeg, Man. Converted to 71C.	681	71		FAM. As CF-AKY in 2/30 with Dominion Explorers Ltd., Toronto.
624	71	C-9111	FAM.	682	71	NC-22K	Dahlberg Sugar Cane Industries.
625	71	4/29 G-CYXB	Cook Paint & Varnish Co., St. Louis.	683	71	NC-23K	
626	71	/29 C-9109	DND, Canada. Later RCAF 644.	684	71	NC-25K	E. Sorenson, Williamsville, N.Y.
627	71	4/29 CF-ACC	As CF-BVK in 2/42.	685		NC-26K	As CF-ATR in 10/32.
628	71	/29 C-9114	Pennsylvania Air Lines Inc., McKeesport, Pa.	686	71	/29 NC-24K	FAM. To Dominion Explorers Ltd., Toronto, Ontario, as CF-AKZ 2/30.
629	71	/29 C-9116	Fairchild Aviation Ltd., Grand'Mere, P.Q.	687	71	G-CYWF	
630	71	C-9117	Pickwick Airways, Los Angeles, Calif.	688	71	G-CYWC	FAM.
631	71	C-9135	Yellow Cab Airways Inc., Des Moines, Iowa.	689	71	G-CYWG	DND, 3/30. Later RCAF 641.
632	71	NC-9145	Coastal Airways Inc., New York, N.Y. As X-AAFJ in 3/32, owner Louis Struck of Dublin.	690	71	G-CYWH	DND, Canada, 3/30. Later RCAF 638. As CF-BVU in 2/42.
633	71	NC-9152	Universal Air Lines, Oklahoma City.	775	71	NC-755Y	DND, 4/30. Later RCAF 642.
634	71	NC-9148	Universal Air Lines.	800	71	NC-13174	DND, Canada, 4/30. Later RCAF 643. As CF-BVJ in 12/41.
635	71	/29 C-9150	Coastal Airways Inc., N.Y.C.	801	71	NC-13902	FAM. Exported to Venezuela.
636	71	5/29 CF-ACY	Canadian Colonial Airways Inc.	802			Pan American Airways Inc., N.Y.
637	71	C-9153	Roosevelt Flying Service, Mineola.	803	71	NR-19951	Calif.-Arabian Std. Oil Co.
638	71A	/30 C-9154	Canadian Transcontinental Airways	3501	71A	/30 NC-952V	Tri American Aviation Inc., N.Y. in 1935. To Ministry of Marine, Argentina, 1936.
			Universal Air Service.				Later to USAAC as UC-96, 42-88617.
			Universal Air Service.				Bell Telephone Laboratories. To Brazil in '43 as PP-AVD, Later PP-LTB.

FAIRCHILD AIRPLANE MANUFACTURING CORP. — PRODUCTION RECORD

C/N TYPE DATE REG. FIRST OWNER & REMARKS

MODEL 72

1 72 7/29 Crashed on first test flight.
 2 72 8/29
 3 72 9/29 X-114M FAM.

MODEL 71B

761 71B G-CYWA DND, Canada, 5/30.
 762 71B G-CYVZ DND, Canada, 5/30.
 763 71B G-CYVY DND, Canada, 5/30. Later RCAF 634. As CF-BVH in 10/41. Sold USAAC 12/42.
 764 71B Fuselage frame only. To FAL Canada. Completed as G-CYVX in Canada.
 765 71B Fuselage frame only. To FAL Canada. Completed there as G-CYVO.
 766 71B Fuselage frame only. To FAL Canada. Completed there as G-CYVN.
 767 71B Fuselage frame only. To FAL Canada. Completed as G-CYVE. Later 71C.
 768
 769 c/n 18, re-built with new fuse, as a 51A, CF-AUX, c/n 769. (Believed)

MODEL 100

6000 100 NC-754Y FAM.
 6301 100B 32-287 U.S. Army Air Corps, Y1C-24
 6302 100B 32-288 U.S. Army Air Corps, Y1C-24, To Costa Rica, 1940, as T1-9.
 6303 100B 32-289 U.S. Army Air Corps, Y1C-24.
 6304 100B 32-290 U.S. Army Air Corps, Y1C-24.
 6601 100A NC-968V American Airlines.
 6602 100A NC-997V American Airlines.
 6603 100A NC-707Y American Airlines.
 6604 100A NC-708Y American Airlines.
 6605 100A NC-709Y American Airlines. 100B in 1934.
 6606 100A NC-710Y American Airlines.
 6607 100A NC-711Y American Airlines.
 6608 100A NC-712Y American Airlines. 100B in 1934. As CF-BUA in 4/41. To TACA 1/44.
 6609 100A NC-713Y American Airlines.
 6610 100A NC-714Y American Airlines.
 6611 100A NC-982M American Airlines. Tested as X-982M with geared W. Cyclone
 6612 100A NC-732N American Airlines.
 6613 100A NC-733N American Airlines.
 6614 100A NC-734 American Airlines.
 6615 100A NC-735N American Airlines.
 6616 100A NC-736N American Airlines.
 6701 100B NC-737N American Airlines.
 6702 100B NC-738N American Airlines.
 6703 100B NC-739N American Airlines.
 6704 100B NC-740N American Airlines.
 6705 100B NC-741N American Airlines. Byrd's Miss A/A
 6706 100B NC-742N American Airlines.
 7500 150 X-775N FAM.

U.S. PRODUCTION RECORD NOTES

1. It should not be assumed that aircraft were produced in the same order as would be indicated by their c/n. e.g. R.H. Dewey states production began with No. 3, then 4, and finally No. 2 was turned out. Prototype FC-2W was No. 92 but first delivery was No. 48.
2. This was the name of the owner in 1930 but it is possible that it is not the name of the first owner.

3. C/N 43 to Canada as G-CATA, dismantled (presumably for spares) in 1933, but J.M. Davis advises c/n 43 was X-ABCO in Oct./31. Mexican c/n believed incorrect.
4. The following registrations are known but their c/n's and in some cases their model type have not been established.

REG. TYPE OWNER & REMARKS

U.S.A.

A-7978 FC-2 U.S. Navy
 A-8486 71 U.S. Navy
 30-388 to 395 71E U.S.A.A.C.
 31-463 71E U.S.A.A.C., del'd. in batch 19 Dec./30.
 NC-1436 FC-2 FAM.
 C-1851 FC-2 Colonial Air Transport
 4012 FC-2 Colonial Airways - Canadian Colonial Airways.
 NX-7572 FC-2W-2 FAM. Fitted with long-range tanks. On personal by S.M. Fairchild to S/L A.E. Godfrey for seaplane across Canada. Crashed on return. Almost certainly c/n 134.

MEXICO

M-SCOR CMA.
 M-SCOS CMA.
 M-SCOY CMA.
 M-SCOZ CMA.
 M-SCOH Carlos B. Schmidt, Mexico City.
 M-SCOI Carlos B. Schmidt, Mexico City.
 X-BAEB Miguel Monraz.
 X-BAHB Antonio Ses y Jeffery, Dec./32.
 XA-BDI 71 Luis Melgoza.
 XA-BHP 71 Lisandra Lara.
 XA-CUC 71 Carlos Cervantes Perez.
 XA-HUM 71

ARGENTINA

R-122 FC-2 Tucuman Aero Club. Early '28. (Probably one of the following c/n's 39, 44, 45, 49, 52, 53 or 54)

CHILE

FC-2 Three aircraft to Chilean Army Air Service.

CANADA

G-CAVV FC-2W-2 Bought 5/28. Rebuilt as Model 71 with new fuselage. c/n 1203, 3/36. Rebuilt as CF-BJE, 1/38.

5. C/N 5 was exported from Canada to Jamaica, B.W.I. in November, 1930 and was operated there by Caribbean Airways of Kingston. Possibly registered VP-JAC there.
6. Records indicate the existence of two aircraft with c/n 28. One in Canada as G-CAIQ and the other with the U.S. Dept. of Agriculture as NC-4770 and which later came to Canada as CF-AOU. No explanation has been found for this apparent anomaly.
7. Three U.S.-made aircraft and one Canadian-made aircraft were rebuilt in Canada with new fuselages. Three were allocated new registrations and one was not. Whether the new fuselages originated in the U.S. or Canada is not known. The aircraft were G-CAVV, c/n ?, rebuilt as C-CAVV, c/n 1203, 3/36 and again as CF-BJE in 1/38; CF-AKY, c/n 679, rebuilt as CF-ACP, c/n 1307 in 8/35; CF-OAM, c/n 10, rebuilt as CF-OAP, c/n 1204, in 5/35; CF-ATR, c/n 683, rebuilt as CF-AYU, c/n 1499.

FAIRCHILD AIRPLANES MADE BY CANADIAN VICKERS LTD., MONTREAL

C/N TYPE DATE REG. FIRST OWNER & REMARKS
 CV83 FC-2 6/28 G-CYXV DND. Later RCAF 626. Converted to 51.
 CV84 FC-2 7/28 G-CYXU DND. Later RCAF 614. Converted to FC-2L.
 CV85 FC-2 7/28 G-CYXT DND.
 CV86 FC-2 8/28 G-CYXK DND. Later RCAF 620. Converted to 51.
 CV87 FC-2 - - Not tested. Components shipped as spares.
 CV88 FC-2 8/28 G-CATR Int'l. Airways of Canada Ltd., Hamilton, Ont.
 CV102 FC-2 8/28 G-CATS Int'l. Airways of Canada. To 51 in 5/33.
 CV103 FC-2 10/28 G-CATT Northern Aerial Minerals Exploration Ltd., Toronto.

C/N TYPE DATE REG. FIRST OWNER & REMARKS
 CV104 FC-2 9/28 G-CATU Canadian Airways Ltd., Montreal, Quebec.
 CV105 FC-2 10/28 G-CATV Northern Aerial Minerals Exploration Ltd.
 CV111 FC-2 11/28 G-CATW Tested, then used as spares. Fuselage to G-CATR, c/n CV88.
 CV112 FC-2 - G-CAVS Not tested. Used as spares. Fuselage to G-CANB, c/n 62.

C/N's CV 109 & 113 (u 117 inclusive) were also allocated to Fairchild FC-2W's but were not made as Fairchild decided to enter the aircraft manufacturing business in Canada itself and withdrew the manufacturing license from Canadian license from Canadian Vickers Ltd.

FAIRCHILD AIRCRAFT LIMITED, LONGUEUIL, QUEBEC – PRODUCTION RECORD

C/N	TYPE	DATE	REG.	FIRST OWNER & REMARKS	C/N	TYPE	DATE	REG.	FIRST OWNER & REMARKS
1/764	71B	7/30	G-CYVX	DND Canada. Later RCAF 633.	44	82A	9/36	CF-AXI	Wings Ltd., Winnipeg, Manitoba.
2/765	71B	7/30	G-CYVO	DND Canada. Later RCAF 632.	45	82B	10/36	CN-1	Commission National de Irrigation, Mexico.
3/766	71B	7/30	G-CYVN	DND Canada. Later RCAF 631.	52	Super 71P	11/36	666	DND.
4/767	71B	10/30	G-CYVE	DND Canada. Converted to 71C in 9/32. Later RCAF 630.	46	82B		YV-ABO	Venezuela.
5	71B	5/31	G-CYUW	DND Canada. Later RCAF 629.	47	82B		YV-ABU	Venezuela.
6	71B	6/31	G-CYUV	DND Canada.	48	82A	1/37	CF-AXJ	British Yukon Navigation Co.
7	71B	6/31	182	DND Canada. Later RCAF 646. As CF-BVS 12/41.	49	82B		YV-ACA	Venezuela.
8	71B	6/31	183	DND Canada. Later RCAF 647. As CF-BXG in 2/44 & converted to 71C.	60	82A	4/37	CF-AXK	British Yukon Navigation Co.
10	71C	6/32	CF-ATB	FAL. Lease as CF-OAM to OPAS. Then sold OPAS in 6/33.	61	82A	3/37	CF-AXL	Made with new fuse—other parts from c/n 3.
14	71C	7/32	CF-OAL	Lease OPAS. Sold Gt. Lakes Airways as CF-BAL in 11/34 As VO-AFG in 4/36.	62	82B	3/37	CF-AXM	Starratt Airways & Trans'n Ltd. Now in Can. Nat'l. Aeron. Coll., Ottawa.
17	71C	2/33	CF-ATZ	Canadian Airways Ltd., Montreal, Quebec.	63	82B	3/37	CF-AXN	Mackenzie Air Service Ltd., Edmonton, Alta.
18	71CM	8/33	CF-AUA	Canadian Airways Ltd., Montreal, Quebec. Built using parts from G-CART, c/n 126.	65	82B	8/37	CF-AXP	Mackenzie Air Service Ltd.
21	71C	8/33	CF-OAN	Lease to OPAS. Sold as CF-AWN in 7/34 to Wings Ltd., Winnipeg, Manitoba.	66	82D	6/37	151	FAL. To Argentine Navy in 2/38.
26	71C	7/34	CF-AVY	Cons. Mining & Smelting of Can. Ltd., Trail, B.C.	67	82D	6/37	152	Argentine Navy. Later as LV-FHZ. Now in Buenos Aires Museum.
27	71C	10/34	CF-AWG	Cons. Mining & Smelting.	101	45-80	10/37	CF-BHD	Argentine Navy.
28	51/71	10/34	CF-AWP	John Fauquier (Commercial Airways).	102	45-80	1/38	CF-BHE	FAL. Model 45-80 Sekani.
29	71C	12/34	CF-AWS	Canadian Airways Ltd., Winnipeg, Manitoba.	64	82D	3/38	CF-MAK	FAL. Model 45-80 Sekani.
30	71C	12/34	CF-AWU	C.R. Troup (Dominion Skyways Ltd., Montreal, Quebec.)					MGAS. Originally Model 34-42, Niska, CF-AXA built 8/37. Converted to Model 82D.
31	71C	1/35	CF-AWV	Canadian Airways Ltd.	68	71C	5/38	CF-BKP	Canadian Airways Ltd. Built with parts from G-CAIW, c/n 112.
32	71C	2/35	CF-AWW	FAL. To Starratt Airways & Transportation Ltd., Hudson, Ont. in 1/38.	69	82D	4/38	CF-AXQ	Mackenzie Air Service Ltd., Edmonton, Alta.
33	71C	3/35	CF-AWX	Wings Ltd., Winnipeg, Manitoba.	1	F-11	8/36	CF-BQC	FAL. F-11 Husky.
50	Super 71	3/35	CF-AUJ	FAL. Tested 11/34. Lease Can. Airways. Sold Can. Airways 12/35.	2	F-11	9/46	CF-EIL	Nickel Belt Airways Ltd., Sudbury, Ontario.
35	82A	8/35	CF-AXA	Prospectors Airways Ltd., Toronto, Ontario.	3	F-11	1/47	CF-EIM	Diversified Mining Interests (Canada) Ltd. Later with Alvis Leonides engine.
36	82A	8/35	CF-AXB	Dominion Skyways Ltd., Montreal, Quebec.	4	F-11	1/47	CF-EIN	CF-EIM.
37	82A	8/35	CF-MAI	Manitoba Government Air Service, Winnipeg.	5	F-11	2/47	CF-EIQ	Nickel Belt Airways Ltd., Sudbury, Ontario.
38	82A	9/35	CF-AXC	British Yukon Navigation Co., Vancouver, B.C.	6	F-11	5/47	CF-EIP	Sheritt-Gordon Air Transport Ltd.
39	82A	12/35	CF-AXD	Starratt Airways & Transportation Ltd., Hudson, Ont.	7	F-11	6/47	CF-EIQ	Nickel Belt Airways Ltd., Sudbury, Ontario.
40	82A	2/36	CF-AXE	Canadian Airways Ltd., Winnipeg, Man.	8	F-11	5/47	CF-SAQ	Nickel Belt Airways Ltd.
41	82A	6/36	CF-AXF	Wings Ltd., Winnipeg, Manitoba.	9	F-11	8/47	CF-MAN	Saskatchewan Gov't. Air Ambulance Service.
51	Super 71P	8/36	665	DND.	10	F-11	8/47	CF-MAO	Manitoba Government Air Service.
42	82A	9/36	CF-AXG	Starratt Airways & Transportation Ltd.	11	F-11	9/47	CF-EIS	Manitoba Government Air Service.
43	82B	9/36	CF-AXH	Canadian Airways Ltd., Winnipeg, Manitoba.	12	F-11	1/48	CF-EIR	Lorne Airways Ltd., Toronto, Ontario.

The above listing of Fairchild Aircraft Ltd. is presented chronologically. The practice of allocating blocks of serials to different models (e.g. 50 series to Super 71 and 101 upwards to Model 45-80) results in construction numbers presented out of sequence. Missing construction numbers were, in general, allocated to conversion jobs (e.g. conversion of a 71 to a 71C etc.) and to assembly (and possibly other work) on U.S.-produced Fairchild aircraft such as Model 22's and KR-34's.

ABOUT THE AUTHORS

The foregoing article on the Fairchild Utility Monoplanes was compiled by three authors already well-known to members of the AAHS for varied reasons. Joseph P. Juptner's first contribution to the *JOURNAL* of AAHS was in Volume 6 in what formed the basis of a continuing series of books now available from Aero Publishers, *U.S. Civil Aircraft*, Volumes 1-6. The first article, Vol. 6, No. 2, pp. 121 gave the summaries of the first U.S. civil aircraft to receive approved type certificates, the Buhl-Verville "Airster," A.T.C. No. 1, followed by the Boeing 40A, the Johnson "Twin-60," Douglas O-2, M-2 and M-4. As the articles expanded they eventually came to book form in groups of 100 A.T.C.'s per volume.

Ken M. Molson received the Willis L. Nye Award, presented by the Directors of the Society after selection by a panel of senior Members of AAHS, for his article in Vol. 17, Winter 1972 and Vol. 18, Spring 1973. The

Award was presented at Annual Meeting in San Diego in February 1974. Entitled "The JN-4(Can)," it covered the production of the Curtiss JN-4 type known as the "Canuck" in Canada during WWI. His interest in aviation history is also long standing, and after a career in aircraft manufacturing in Canada he became Curator of the National Aeronautical Collection of airplanes at Rockcliff, Ontario, from which he retired, and now devotes time to writing and serving as a Director of the Canadian Aviation Historical Society.

Theron K. Rinehart is historian and archivist for Fairchild Industries, and has provided much help to many AAHS Members in response to enquiries on Fairchild and related aircraft. He writes a monthly historical vignette for the *Fairchild World*, the company newspaper, and did the research for the Fairchild 50th Anniversary volume, *Yesterday Today and Tomorrow*.