

FAIRCHILD METRO III ASW



HISTORY

The Fairchild (Swearingen) Metro have been one of the most sold commuter aircraft in the class up to 20 seats. The aircraft had the advantage to be faster than many of its competitors and to be one of the first designs in its class with pressurized cabin. The large rear door made the aircraft also well suited for cargo operators.

The Metro can trace its lineage back to the original Swearingen Merlin I executive transport. From the Merlin I Swearingen developed the turboprop powered II and III which were to form the basis of the new Metro commuter airliner. The Metro was Swearingen's first complete inhouse design and development work began in the late 1960s, resulting in the SA226TC Metro's first flight on August 26 1969. The design was similar in appearance and layout to the earlier Merlins, and featured a pressurised fuselage, TPE331 turboprop engines and double slotted trailing edge flaps. Certification was awarded in June 1970 and the first example entered commercial service in 1973.

The Metro II superseded the I from 1975, with improvements to reduce cabin noise levels. The equivalent executive aircraft is the Merlin IV. Following the Metro II from 1981 was the III (by which time Fairchild had taken over Swearingen), which was certificated to SFAR41B allowing greater takeoff weights, while more efficient engines (including the option of Pratt & Whitney Canada PT6As on the IIIA) and greater wing span made the III more economical to operate. The Expediter freighter is based on the III.



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FAIRCHILD METRO III FUERZA AEREA MEXICANA

ENTIRE PLANE
GREY FS 36118

DEICERS
BLACK
FS 37038

BLACK

PROPELLER BLADES
BLACK FS 37038
WITH WHITE STRIPE

ALL AERIALS
WHITE FS 17875

SPINNERS
SILVER

U/C LEGS
WHITE FS 17875

SCALE 1:72
DRAWING

