

## Stan price looks back in time – Part 3

Stan continues to delve into the past of Globe Aircraft and the Swift. First up, part of Globe Aircraft history during the early 1940's was the production of the AT-10.

Then there are 2 pages from the December 1945 issue of Aviation (a precursor to Aviation Week and Space Technology). The first is an article on the upcoming Swift aircraft and provides a glimpse into the plans and hopes for the airplane. Of most interest is a forecast of sales of 4000 Swift airplanes in 1946. Sadly that wasn't to be.

The second page shows an ad from Adel highlighting their hydraulic pump. Look familiar?



**P**RODUCTION of the new model Swift is already well under way at Globe Aircraft's Fort Worth plant, and plans call for delivery of 4,000 of these all-metal side-by-side two seaters by the end of 1946. The company reports a backlog of over \$10,000,000 in orders.

It is stated that about 3,600 tools and fixtures are required for turning out the Swift. The craft's semimonocoque segmented wings consist of center section, outer panels, tips, slats, ailerons, and flaps, with all components easily detachable for ease of repair or maintenance. The center section is attached to the fuselage by main and rear spar attachments. Gas tanks, of 15-gal. capacity each, are fitted in center section rib apertures, with the fuel feeding into a common trap on the craft's centerline, permitting constant lateral trim. Outer wing panels are attached by three bolts (two at the main spar and one at the rear spar), and outer panel skins are beaded for added strength. Slotted-type all-metal flaps are statically and dynamically balanced.

Composed of a forward and rear section, the fuselage is of conventional semi-monocoque construction. Cabin enclosure is a sliding, transparent panel disappearing into the fuselage walls, and it is easily opened at any speed in flight. Empennage is a mono-spar structure with Frize-type elevators. Leading edge ribs are formed of blanked sheet skin riveted to spars and skin. Trailing edges are formed strips. The left elevator has a trim tab fastened to an auxiliary spar forward of the trailing edge.

A wheel and suspended pedal type control system is used, with elevators actuated by cables attached to the wheel and to a quadrant in the fuselage rear. From this point, push-pull tubes connect to the elevator control horns. A sprocket-driven chain from the control column is connected to control cables (supported by pulleys) and run aft and then outward to the aileron bell crank. Rudder control consists of two line assemblies connected to the pedals. From the link assemblies, cables are connected to a quadrant below the cockpit floor. Control cables are attached to the quadrant and extend aft through the fuselage, guided and supported by pulleys to the rudder control horn. Each control surface is hinged entirely by ball bearings.

The 12v. electrical system includes a spill-proof battery, engine-driven generator, and avigation or position lights.

## Globe Mass-Producing Metal Side-By-Side Swift

**Fast new craft features hydraulically retractable landing gear and de luxe cabin appointments. Segmented construction has been designed for ease of repair and maintenance.**

Landing gear and flaps are actuated by a hydraulic system. All gear operations are stated to be positive, with down and up locks for the gear. Flaps may be stopped in any intermediary position. An emergency hand system for landing gear operation is included. Lights on the instrument panel indicate landing gear position, being directly wired to the master switch.

Landing gear shock is absorbed through full-size oleo spring struts having a 3½ in. travel. Shear-web type nose ribs are used in the landing gear attachment area forward of the main center section spar, with two auxiliary shear beams between two ribs, forming a rugged torque box for attachment. Tail wheel has a hydraulic springstrut and is steerable through 90 deg.

Power plant may be a 4-cyl. 85-hp. Continental, or 6-cyl. 125-hp. Continental, with either engine using carburetion or fuel injection. Starter,

generator, and two fuel pumps are attached. The top half of the engine cowl is removable by loosening two Dzus fasteners and lifting handles on the cowl front. The lower half is attached to the fuselage by four bolts.

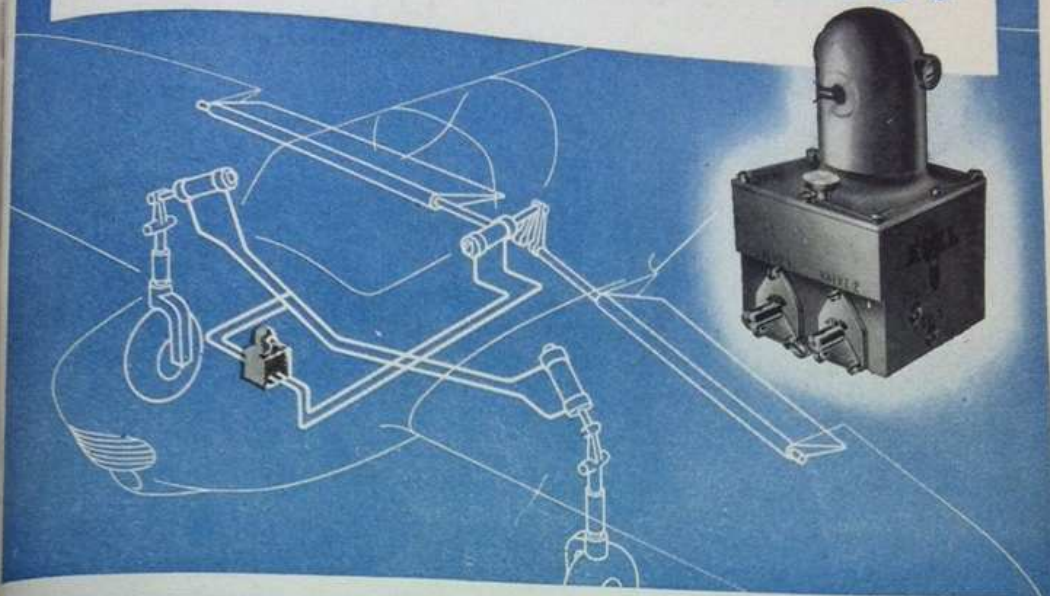
Cabin width is given as 42 in. Seats and one-piece back are foam-rubber cushioned. Upholstery is leather, and there is an ash tray and map pocket on each side of the cabin. Soundproofing consists of insulation more than ½ in. thick, covering the firewall, entire floor, and the side panels from firewall to aft end of the baggage compartment. The floor is completely covered by a felt rug.

Wingspan is 29 ft. 4 in. and landing gear tread 9 ft. 9 in. Cruising speed is given as 125 mph., landing speed as about 42-45 mph., and cruising range 6 hr. Rate of climb is stated to be about 750 fpm. at approximately 80 mph. With about a 12 mph. headwind, the craft is stated to take off in 550 ft.



New Globe Swift, now in quantity production, is stated to have a 125-mph. cruising speed and a 6-hr. range. Power plant may be either 85-hp. or 125-hp. Continental. All-metal semi-monocoque construction is used. Note elevator-stabilizer dihedral.

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