

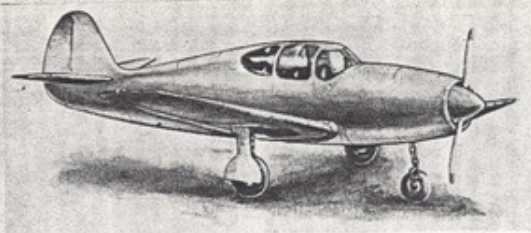
# Did You Know? Part One

By  
Stan Price

Did you know about the Globe thoughts for a GC-2, GC-3, and Four Place (Possibly the GC-4) aircraft? The following advertisement/information sheet came from the John Clay Kennedy files and is from a 1941 publication. From the document the GC-1 will have a Continental A-80, the GC-2 will have a Franklin 90 HP engine, and the GC-3 will have a 100 HP engine. The four-place concept (possibly called the GC-4) would be introduced much later.

| GLOBE AIRCRAFT CORPORATION  |            |
|---|------------|
| FORT WORTH, U. S. A.  |            |
| PRICE LIST  |            |
| AS OF MARCH 15, 1941  |            |
| (Prices and equipment subject to change without notice)   |            |
| SWIFT MODEL GC-1—Continental A-80—4 Cylinder 80 HP .....  | \$2,495.00 |
| (Starter, generator and battery extra)  |            |
| SWIFT MODEL GC-2—Franklin—4 Cylinder 90 HP .....  | 2,595.00   |
| (With starter, generator and battery)   |            |
| SWIFT MODEL GC-3—Lycoming—4 Cylinder 100 HP .....   | 2,895.00   |
| (With starter, generator and battery)   |            |
| Standard Equipment  |            |
| ALL MODELS  |            |
| Dual Controls, Dual Hydraulic Brakes, Hydraulic Retractable Landing Gear, Elevator "Airliner" Tab Control, Retractable Tail Wheel, Adjustable Seats, Cabin Ventilator, Floor Carpet, First Aid Kit, Log Books, Fire Extinguisher, Wiring for Landing and Navigation Lights, Sound Proof Cabin, Baggage Compartment, Broadcloth Upholstery, Dome Light, Glove Compartment, Two Safety Belts, Maintenance Manuals and Tool Kit. |            |
| Standard Instrument Panel includes the following instruments: Tachometer, Oil Pressure Gage, Temperature Gage, Ignition Switch, Compass, Air Speed Indicator, Altimeter, Hydraulic Pressure Gage, Engine Primer, Fuel Gage, Landing Gear Position Indicators.   |            |
| Optional Equipment  |            |
| ALL MODELS  |            |
| Adjustable Propeller (With exchange) .....  | \$ 85.00   |
| Cabin Heater .....  | 15.00      |
| Bonding and Shielding .....   | 75.00      |
| Landing Lights .....  | 85.00      |
| Flares—Three 1½ Minutes .....   | 125.00     |
| Complete Leather Upholstering .....   | 40.00      |
| Cactus Proof Tubes in all tires .....   | 15.00      |
| Navigation Lights and Battery .....   | 45.00      |
| Leaf Radio Receiver with Headphones AMR-1 .....   | 105.00     |
| Leaf Radio Transmitter with Microphone AMT-1 .....  | 105.00     |
| Leaf Receiver and Direction Finder AMRL-1 .....   | 225.00     |
| Antenna and Mast .....  | 10.00      |
| Special Instrument Panel (Indirect Lighting and Shock-Proof) includes the instruments on Standard Panel plus the following instruments: Rate of Climb Indicator, Bank and Turn Indicator, Sensitive Altimeter and Sweep Hand Clock .....  | 490.00     |
| Special Paint Combinations—Upward from .....  | 75.00      |
| Standard SWIFT Colors: SW1 - Red, Dark Blue, Silver and Cream or any of the preceding combinations.   |            |
| Special White Fuselage and Wings .....  | 135.00     |
| (There is no guarantee on white paint)  |            |
| Any Special Color Combination quoted on request.  |            |
| Pioneer Compass No. 864 instead of regular .....  | \$ 50.00   |
| Pioneer Compass No. 941 instead of regular .....  | 35.00      |
| Pioneer Rate of Climb Indicator .....   | 115.00     |
| Pioneer Bank and Turn Indicator .....   | 135.00     |
| Pioneer Sensitive Altimeter .....   | 175.00     |
| Pioneer—Waltham Clock with 7 jewels, elapsed time hands .....   | 50.00      |
| Pioneer 15 jewels with elapsed time hands .....   | 25.00      |
| Pioneer Sensitive Altimeter 1109 (temperature compensated) .....  | 180.00     |
| Kollsman Compass No. 65 instead of regular .....  | 80.00      |
| Kollsman Sensitive Altimeter (type 283) .....   | 150.00     |
| Kollsman Sensitive Altimeter (type 176, temperature compensated) .....  | 180.00     |
| Kollsman Compass No. 58 instead of regular .....  | 50.00      |
| Sperry Artificial Horizon, regular .....  | 475.00     |
| Sperry Artificial Horizon, with adjustable airplane feature .....   | 495.00     |
| Sperry Gyro Compass, regular .....  | 425.00     |
| Sperry Gyro Compass, with Ball Bank .....   | 450.00     |

Did you know about the GC-4? The following article was going to be a post war airplane. Bud Knox was planning ahead.



CHIEF ENGINEER, GLOBE AIRCRAFT CORPORATION

## Engineer Sees Popularity for 200-hp. Four-Passenger Low-Wing

By K. H. (Bud) KNOX

CHIEF ENGINEER, GLOBE AIRCRAFT CORP.

IT is believed that a single-engine (75 to 125 hp.), two-place, cabin low-wing, all-metal monoplane, with fixed tricycle or retractable conventional landing gear, will be the most popular type of light airplane after the war. But as the peace-normalized industry gains momentum, I believe the popularity of the two-place airplane will gradually decline, giving way to the increasing popularity of a four- or five-place type. This evolution will be due to improved aerodynamic designs and improvement in light engine (150 to 250 hp.) developments, which one day will give us desirable performances with low horsepower.

With these advances, the four- or five-place light airplane, with about 200 hp., will perform comparably with today's four- or five-place airplanes which use 300- to 450-hp. engines. Take-off and climb, however, will be an exception; it will still be entirely satisfactory from any practical-size landing and take-off area.

The main cost difference between the two-place and the four-place airplane has been chiefly that of the engine and the propeller. The difference in horsepower required has been quite large, being an average jump from the 75 hp. for putts-putts to 400 hp. for high-performing four-place ships. This has greatly increased the cost, weight and size of the four-place airplane. When improved aerodynamic and engine designs bring about desirable performance with a low power of about 200 hp. for a four-place, the jump mentioned above, amounting to a differential of 325 horsepower, will be reduced to a 100-hp. differential. This will offer to the market a four-place airplane which will far out-perform the two-place type, more than double the payload capacity by carrying two to three people more than carried in the smaller one, increase the baggage capacity, and, of great importance, make the four-place airplane more comparable in price to the two-place airplane than has been possible in the past.

With this condition existing, it is logical to see a trend similar to that experienced in the automobile industry, where the market for two-place roadsters and coupes eventually became almost insignificant as compared to the market for four- and five-passenger autos. One approach to low costs will be through the wider use in small planes of metals, such as aluminum, which are becoming plentiful and economically available. These metals are readily adaptable to large-scale manufacturing, thus making for lower unit costs in fabrication and assembly. A salesman offering wooden airplanes, or, for that matter, wooden autos, because of the cost factor, would have little to compete with another selling metal articles of comparable size and performance.

In view of the foregoing, it is believed the ultimate light commercial airplane will possess the following general features: Single 200-250-hp. engine. Four- or five-place. All metal or combination of metal and plywood construction. Retractable tricycle landing gear. Minimum of 25 pounds baggage space per passenger with full fuel load. Range of 500 miles or more. Cabin dimension approaching those of auto bodies. Wing flaps. Visibility approaching the best offered by autos. Improved sound-proofing. Controllable pitch propeller.

FOUR

*Southern Flight's*

Series of Articles

on the

**Light Airplane**

of the

**Future**

Features a Discussion

By

**K. H. (Bud) KNOX**

Chief Engineer

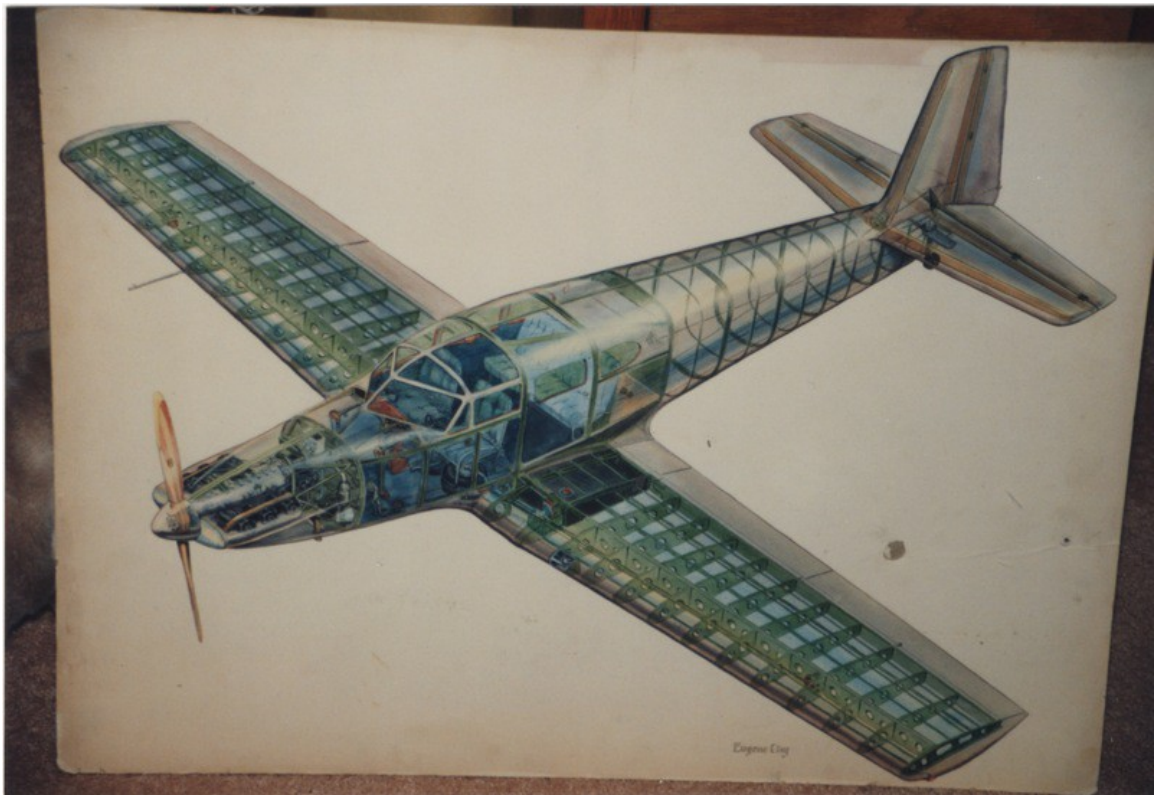
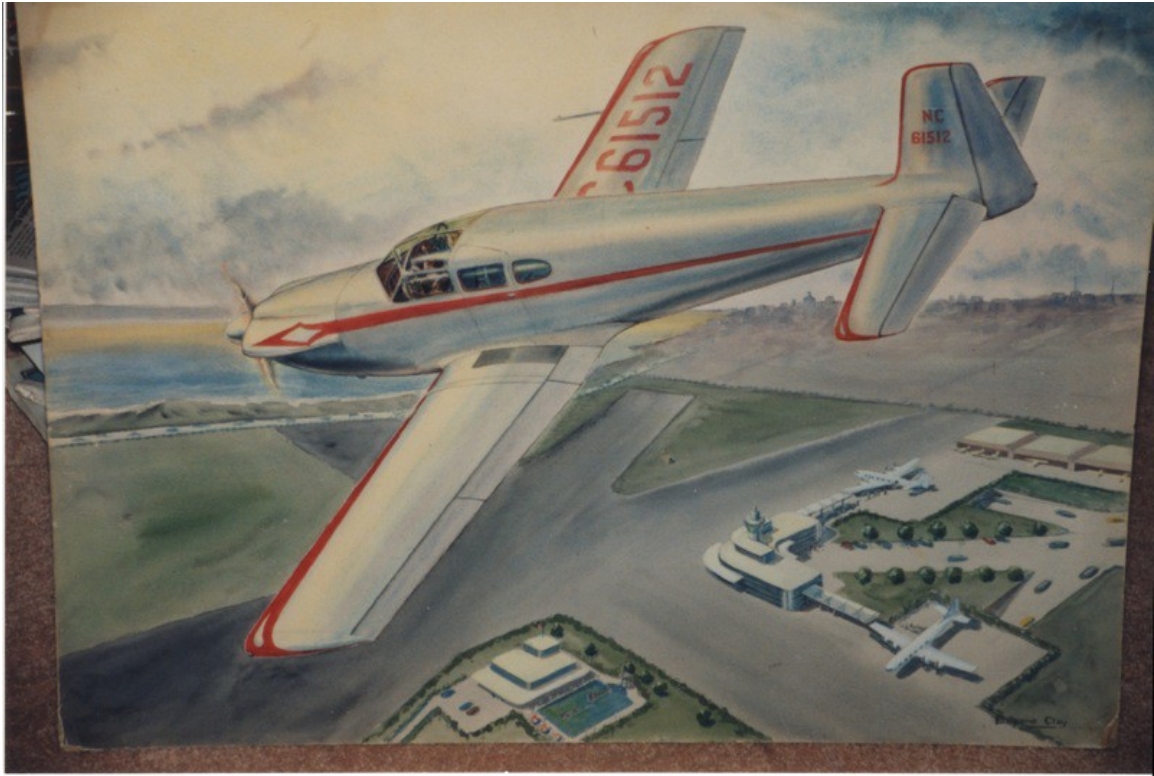
Globe Aircraft Corporation



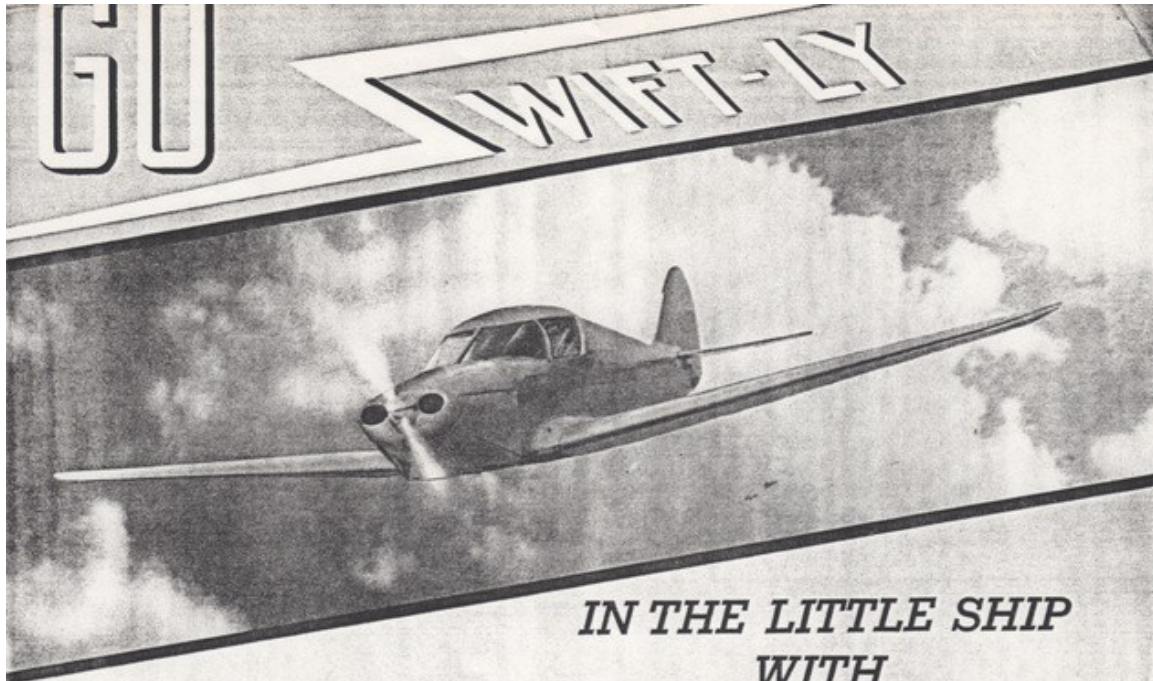
K. H. (Bud) Knox

Read the article at the left of this column as an aid to your thinking in regard to postwar aviation. This recognition of Globe Aircraft's chief engineer is as commendable as the article is timely, and through permission of the publishers of *Southern Flight* magazine, the article has been reproduced for the benefit of Globe employees. It appears in the September issue of *Southern Flight*.

These are some pictures as Eugene Clay envisioned this airplane. (Provided by Allan Erickson). Eugene was the Globe artist/engineer.



The GC-1 has known history with our Swift Museum possibly owning the original prototype, which has definite Culver lines



**IN THE LITTLE SHIP  
WITH  
THE BIG SHIP FEATURES**

The **SWIFT** has as standard equipment: hydraulic retractable oleo landing gear and tail wheel, split type wing flaps, ball bearing controls, navigation lights and battery, dual hydraulic brakes, dome light and indirectly lighted instrument panel, pressure ventilated and sound proofed cabin, push button operated full size doors, elevator tab, all control and flight instruments needed for contact flight.

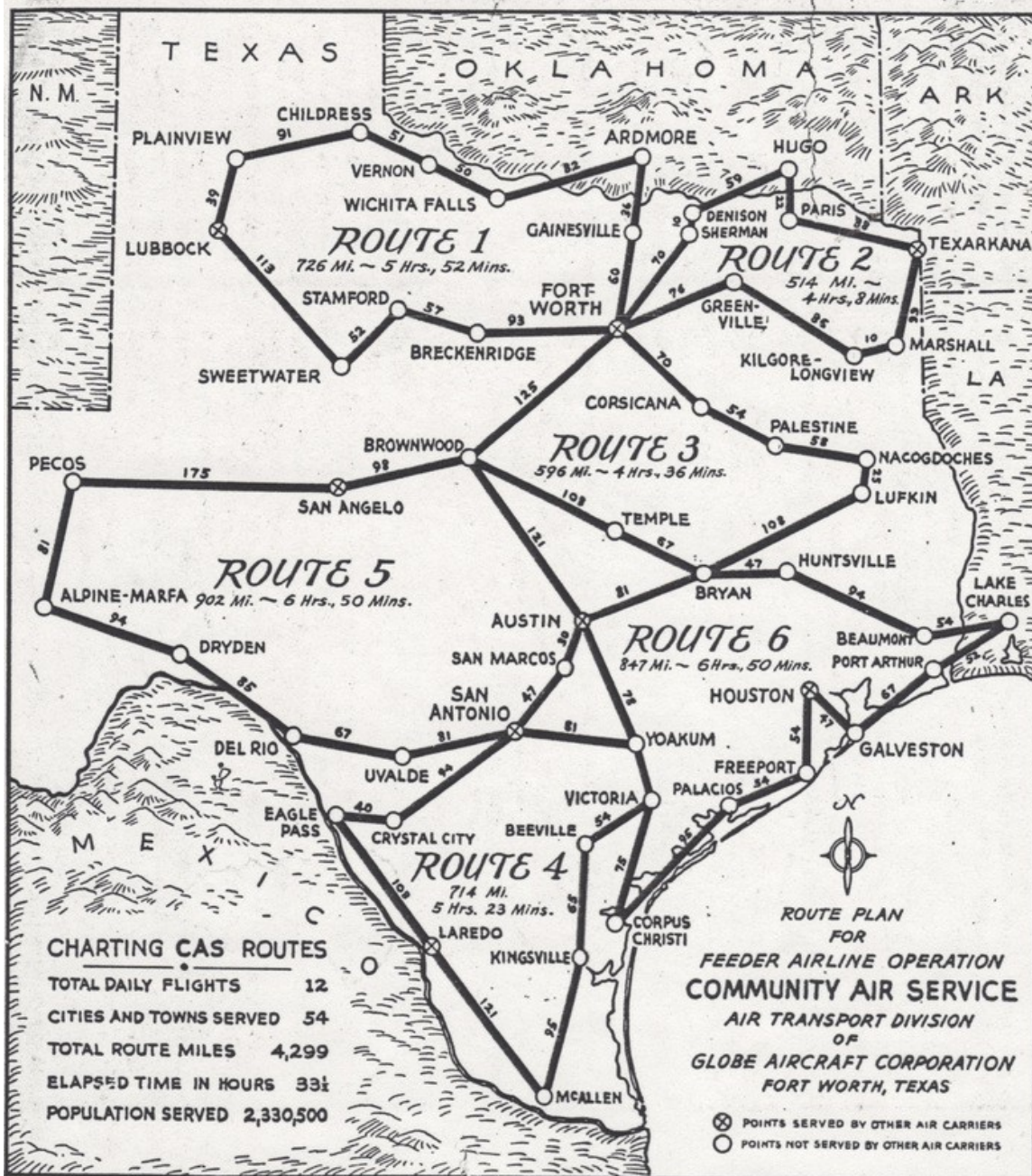
MOTORS—80-hp. Continental, 90-hp. Franklin, 100-hp. Lycoming. 90- and 100-hp. models have starter and generator.



*A Symbol of Speed . . . Stamina . . . Safety*

**GLOBE AIRCRAFT CORPORATION**

Did you know about Globe's thoughts for establishing a "Community Regional Airline"? This is the only document I have ever seen with reference to this idea. Wonder if they would have used Swifts?



Did you know that John Kennedy's passion was expensive horses? This advertisement for the Swift is comparing the sassy little airplane to several of the "Aristocrats" of the equestrian world.

**ARISTOCRATS**

GLENAVON HARMONY

THE VIC

*The Swift*

THE FUSILIER

PETER

Sleek, handsome, strong, unailing . . . a source of endless pride and pleasure . . . the new *Swift* will be an aristocrat of the airways . . . a personal airplane so responsive and so dependable that it brings to flying a rich enjoyment and satisfaction like that of handling a well trained horse. We anticipate that your new *Swift* will be available soon.

**GLOBE AIRCRAFT CORPORATION**

All of this information came from the John Clay Kennedy (son of Globe founder) files, which are now in possession by our Swift Museum. Larry Dennis had established contact with John Clay and we both made several trips to his "Tack Room" and spent hours going through his file cabinets and attic boxes. John Clay later died but made the documents available to the Swift Association prior to his death. Brian Moses and myself picked them up and I made "lots" of copies before sending them off to Swift Hdq. at Athens. There is a tremendous amount of history currently stored in boxes at our old museum facility, which will hopefully be displayed in our new museum building at some point. Most of the paper documents are quite brittle and will require museum style careful handling. This could become a very rewarding project for someone. Don Duke and Pam did a lot of work on this project but much more work to figure out how to "Safely" display this or make digital copies that could be enjoyed by all of us still awaits someone. Any takers?

Stan