

## Did You Know

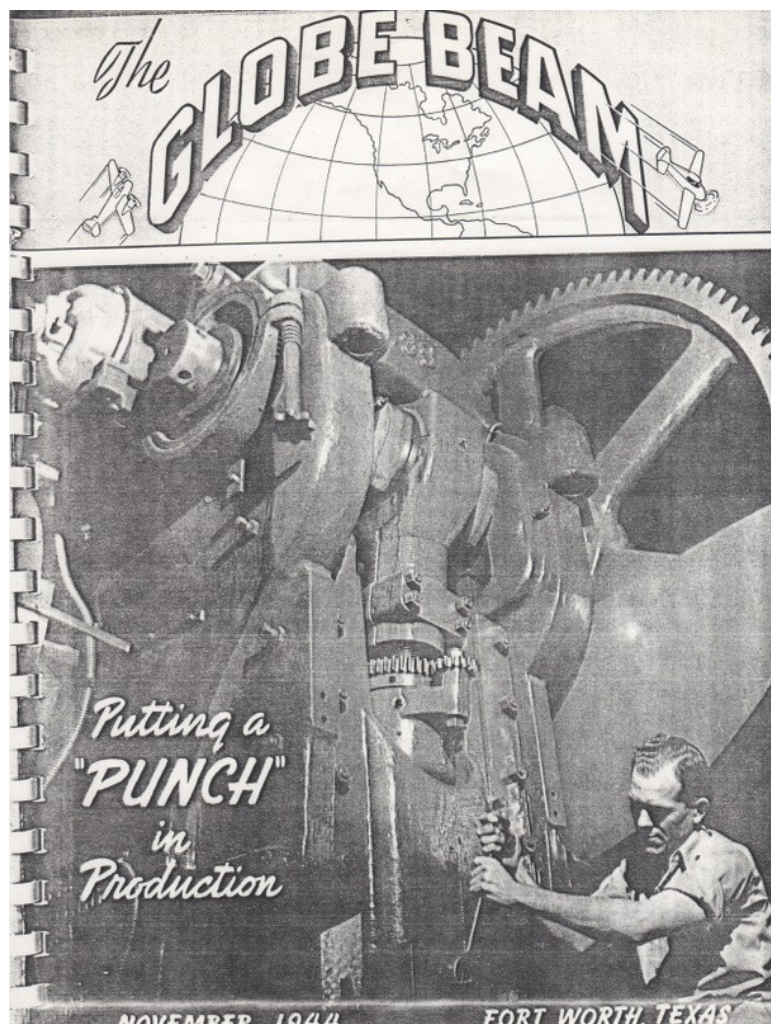
### Part two

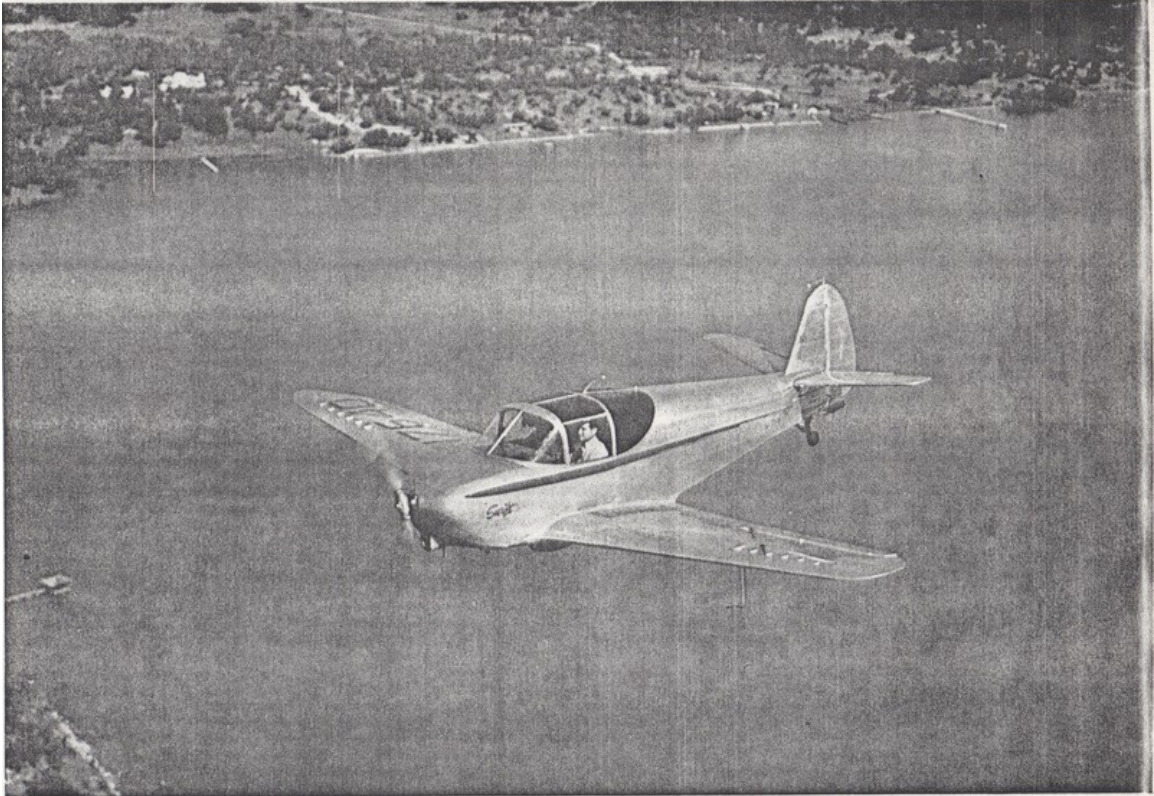
By Stan Price

Did you know what Globe Aircraft was doing 70 years ago? The following article was taken from a November 1944 Globe Beam (monthly globe plant magazine).

Since this article was written in 1944 and the GC-1A, which we fly, was certified in December of 1945 it appears that these are pictures of the new "All Metal Swift" prototype, which was the creation of Bud Knox? This would mean that the "new" Swift was flying around for over a year prior to its certification and John Kennedy was beginning to develop marketing and manufacturing plan.

This is what was going on in November of 1944 at the Globe Plant. Our Swift was beginning to become reality.







*Presenting*  
**A POSTWAR PERSONAL PLANE**

**The Swift**

Manufactured by **GLOBE AIRCRAFT CORP.** Fort Worth, Texas

# A Personal Plane for Postwar Flying



John Kennedy  
President

**I**N LINE WITH the trend toward a most promising future for Texas in the aircraft industry, John Kennedy, president of the Globe Aircraft Corporation of Fort Worth, Texas, has announced that the first of the postwar models of the new Swift, a personal plane developed for after-the-war flying, has more than met the expectations of its builders in flight tests.

The New Swift is Globe's nomination for an economic and efficient entry in the light plane field when

conditions again permit the production of personal planes.

Globe has received numerous requests for distributorships and dealerships throughout the country, and has under consideration the awarding of a number of franchises.

Another favorable reaction to introductory announcements of the New Swift has been the enthusiasm expressed by service men in a vast amount of mail received from all over the nation and from the theaters of war. These letters, together with thousands of responses from air-

minded civilians, not only reflected much interest in Globe's new plane but also sought more information about it.

Prospective distributors and dealers inquiring about the Swift are not confined to pre-war aircraft firms and fliers, many of the letters coming from companies or individuals who, prior to the war were engaged in other lines of business but who now view with confidence and enthusiasm the future of aviation.

The New Swift, easy to handle, sleek in appearance and sporting to fly, is a two-place, low-wing mono-



E. MERRITT ANDERSON, Milwaukee, Wis., head of Anderson Air Activities, flew down for a look at the Swift and was high in his praise of the ship, and wants to sell them in his territory as soon as conditions permit production and delivery.



HANS GROENHOFF, New York, Swift as a real "picture plane," and aviation photographs; Groenhoff came flight magazine for special shots of



Coming in for  
a Three-pointer

Globe's Chief Test Pilot, Ted Yarbrough, enjoys flying the Swift more than any other plane he has flown. "It handles beautifully and when you put the tail down to come in for a landing it stays down" he said, recalling the favorable comment repeated smooth landings had inspired.

plane, combining a number of big-plane features, including bubble-type canopy which affords ample vision, retractable landing gear, flaps to assure deliberate landings, a roomy upholstered cabin and advanced aerodynamic design.

Powered by a Continental, 85-HP engine, with automatic-type starter and generator, the New Swift has a cruising speed of 125-MPH, a landing speed of 42 MPH, and a

cruising range of 600 miles on 26 gallons of gasoline. Maximum speed at sea level is 135 MPH.

The ultra-streamlined fuselage is all metal and the wings are of plastic-bonded plywood. The ship has a wingspan of 29 feet and 2 inches and the overall length is 20 feet and 4 inches. Height of the plane from the ground is 6 feet 2 inches, and the propeller ground clearance in level flight position is 14 inches.

Kennedy stated that Globe's experimental department also is at work on other models of the Swift, including a four-place plane.

"The New Swift is designed for forward-looking Americans who enjoy personal flying now, and for the thousands who are anticipating the benefits of flying in the near future," Kennedy said. "It is offered to

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photographer, described the one for himself. Noted for his work with the publishers of Southern Swift.



RENICK AVERILL, Chicago, aviation advertising specialist with Esquire, Inc. described the flood of responses brought by introductory advertisements of the Swift as sensational. He came down for a look in person and agreed the widespread interest was entirely justified.

## A Personal Plane For Postwar Flying

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fill an important need for a light, thrifty, stable airplane that is safe and easy to handle, yet which gives you the speed, range and performance which make personal flying practical and efficient.

"Many years of experience in aircraft design and production, together with much consideration for the preferences of private plane pilots, are combined in the design of Globe's New Swift."

Designed and built by a Texas firm which began the manufacture of planes before the United States entered the war, The New Swift is significant in that it is one of the first post-war airplanes to be announced. The New Swift, Model GC-1A, is the outgrowth of Globe's pre-war Swift Model GC-1, a light plane for which the company had received more more than \$1,000,000 in advance orders when this country became involved in the world conflict.

Globe Aircraft turned to the manufacture of war planes soon after Pearl Harbor, completed its major contract as a builder of twin-engine trainer planes in June, 1944, and still is engaged in sub-contracting as a war plant.

But when its war assignments are completed, Globe will launch an ambitious program of commercial aircraft manufacturing, with attractive models of low-cost personal planes for many practical post-war needs ready for production. And the price of the New Swift will be in line with prices of other light planes of comparable performance and load capacity, Kennedy said.

— ★ —  
A chap with bad eyesight was examined by the draft board medico and placed in 1-A.

"But my eyes are terrible," the 1-Aer pointed out. "I can hardly see anything."

"Look, Bub," said the doctor, "we don't examine eyes anymore—we just count them."

— ★ —  
"I say, Mama," asked little Tommy, "do fairy tales always begin with 'Once upon a time?'"

"No dear, not always," replied mama. "They sometimes begin with 'My love, I have been detained at the office again tonight!'"



**CURTISS-WRIGHT REPRESENTATIVES**—Posed beside Globe Aircraft's postwar plane, The Swift, are members of the Curtiss-Wright staff assigned to Globe in connection with the C-46 sub-contract for nose assemblies. Left to right, James Dobbins, inspector; Jack Hall, quality control representative; Ralph McConnell, sub-contracting field representative; Russ Wiscomb (he's 6 feet 4½ inches tall), senior liaison engineer; Harry Dahlheimer, tool engineer, and Frank Maryanski, fuselage representative.



**PLANE TALK**—Three mighty air-minded men, among many Globe visitors recently are shown with two Globe officials in the experimental department where the first new Swift was built. Left to right, George Wilson, Chicago, aircraft products sales manager for the Glidden Company; Norman Nicholson, assistant to Globe's president; Tom Ashley, Dallas, managing editor of Southern Flight Magazine; Edwin H. Jackson, public relations manager for Globe, and George E. Hadaway, editor of Southern Flight.



**Art W. Whitaker**



**Henry Von Berg**

Globe visitors on hand to view the Swift recently included Art W. Whitaker of Portland, Ore., and Henry Von Berg of Stockton, Cal., both of whom have seen and sold a lot of airplanes in their day. They are hopeful of getting the nod as representatives in their section for Globe's postwar plane.

ELEVEN

The planning and preparation for the manufacturing of our little airplanes was obviously something that had been on John Kennedy's mind throughout the war effort. He could have decided to plan Globe's future on larger airplanes but chose to stay with his early thoughts. This idea was based on the thought that returning airmen would be wanting to continue their flying and the spirited Globe Swift would be there for their enjoyment. Unfortunately a lot of other manufactures had the same idea and the market became saturated with light airplanes in a short period of time.

These were some of the greatest times for general aviation manufacturing. A tremendous number of 1946 - 1948 aircraft were built and many are still flying. This is something we will probably never see again.

Live on little Swift. You're a jewel of the aircraft world.

Stan