

MAX FAX



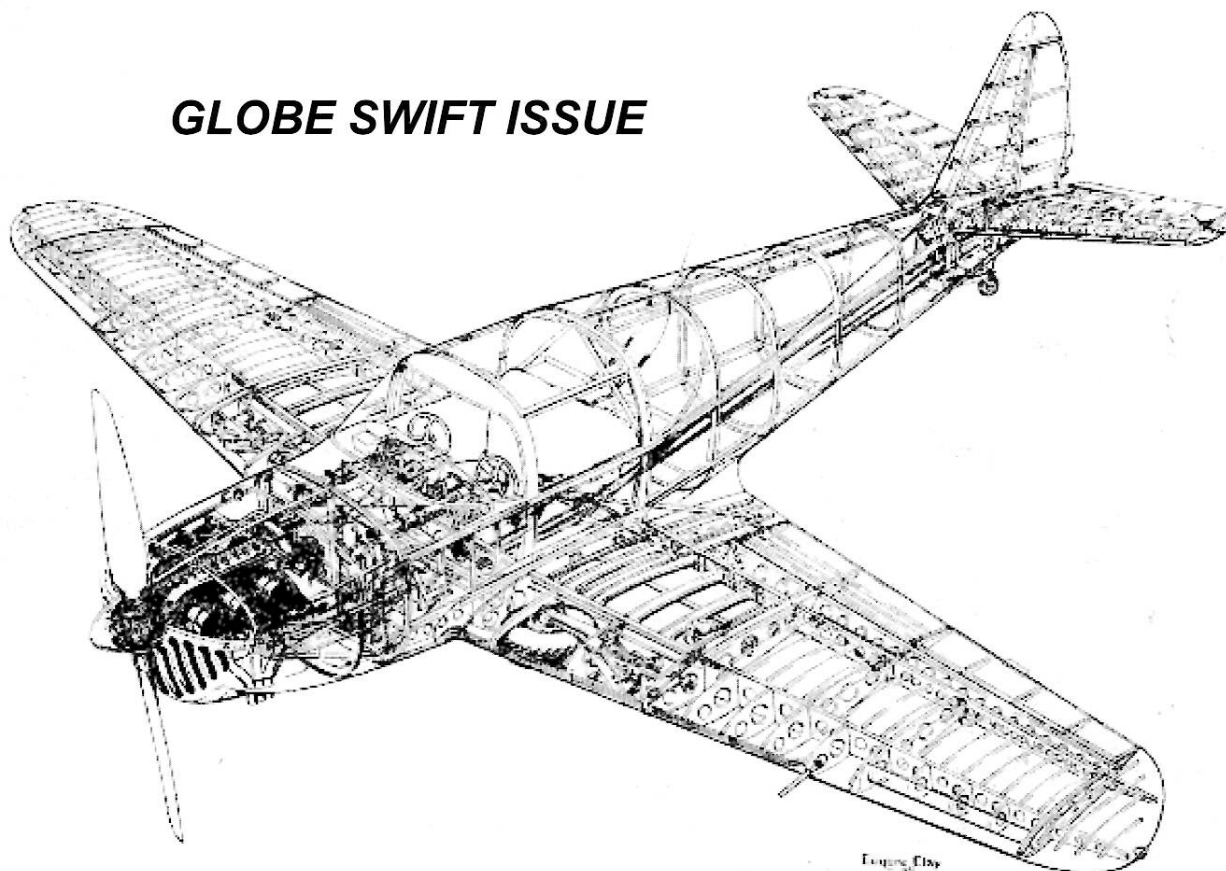
Journal of the D. C. Maxcuters

... home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces

Editor: Stew Meyers

MAY/JUNE 2005

GLOBE SWIFT ISSUE



COMING ATTRACTIONS

May 28 and 29, 2005 SKYSCRAPERS FAI CHALLENGE
at Wawayanda, New York
America's Cup and National Cup, FAI, AMA, Nostalgia, FAC.

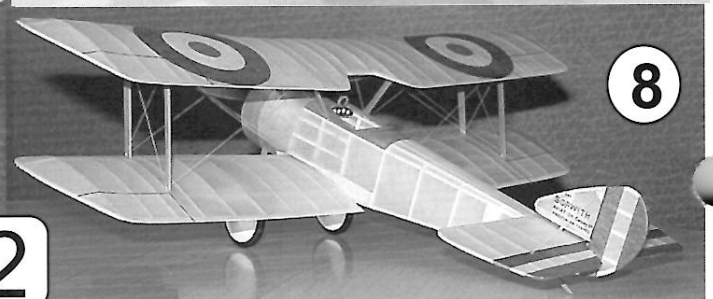
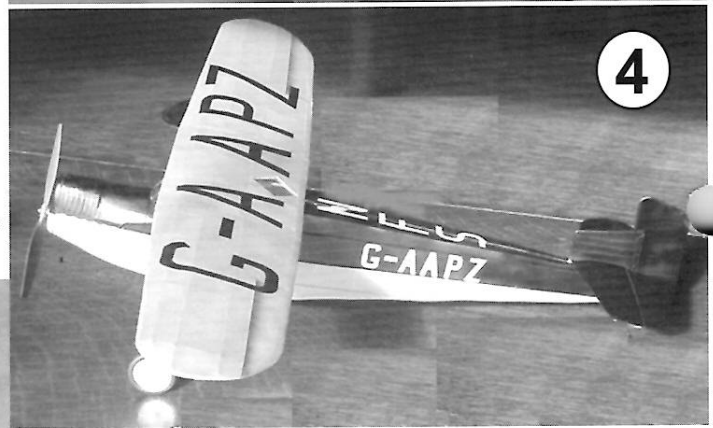
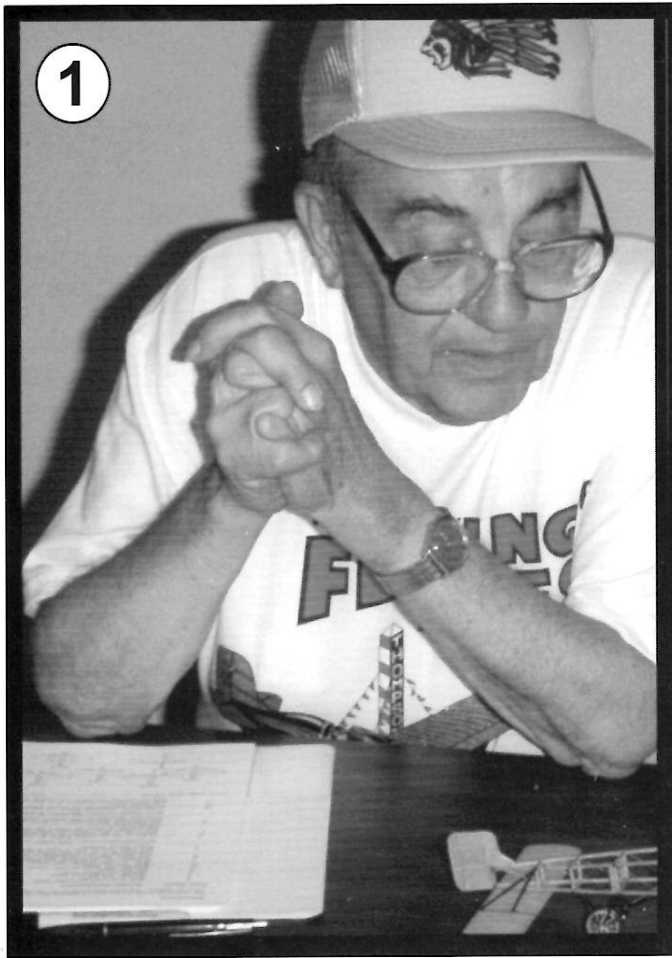
July 9 and 10, 2005 Skyscraper Annual at Wawayanda, New York.
America's Cup and National Cup, FAI, AMA, Nostalgia, SAM,

July 16 and 17, 2005 FAC Non-Nats at Geneseo, New York
Judging at Days Inn on the 15th.

Aug 26 & 27, 2005 Kudzu Fall Contest

Sep 10 and 11, 2005 FLYING ACES CLUB OUTDOOR CHAMPS
AMA Flying Site, Muncie, Indiana 8:30 AM - 4:00PM.

Oct 22 and 23, 2005 FAC Contest at Wawayanda, N.Y.



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GLOBE SWIFT ISSUE

Stew Meyers Editor

SWIFT HISTORY

*from the swift website
www.napanet.net/~arbeau/swift*

This issue of MaxFax features the Globe Swift. I owned one of these nifty aerobatic airplanes in the early sixties, before I got a Bellanca which was more suitable for carrying my family and flying on instruments. Several kits of the Swift have been produced, and several plans of it have been published. These are universally based on the underpowered 85 hp GC-1, not the 125 hp GC-1B like I had, which was a real performer. I talked to Earl Stahl a few weeks ago and he said he got to fly the 85hp version when he designed his model and it was a dog. It would barley get off the ground even with only one person aboard on a hot day.

This issue presents the Comet 3202 Gobe Swift and the KielKraft Globe Swift. Unfortunately we don't have room for the Earl Stahl plan first published in the January 1947 Model Airplane News. This plan however is readily available from many sources. The December 1946 Air Trails Pictorial had a plan by Bill Noonan and of course there are the Cleveland Plans, but you won't find them in this issue. Dave Diels has reproduced an updated version of the Comet Kit and Bob Holman has redrawn on one sheet plans and laser cut parts for the Stahl Swift. We are including lots of information on the full scale airplane. Unfortunately the three views while labeled as GC-1B are really of the GC-1A with the motor mislabeled. We hope to present a redrawn GC-1B three view in a later issue of MaxFax. Until then you will have to rely on the photos to enlarge the nose and improve the rubber performance.

PAGE 2 PHOTOS

1. Vic Didelot left us Wed, 30 Mar 2005. His wit and good nature will be missed by all the FACers and SAM members.
2. Claude Powell's rubber powered WACO Custom, photo by Claude.
3. The latest beauty by Chris Starleaf, a Savoia Marchetti SM-79 for Jumbo Rubber scale, photo by Chris.
4. Lindsey Smith sent this photo of his electric powered Desouter.
5. Remembering another of Hurst's many aircraft: his Puss Moth, the 'Heart's Content'.
6. Another beauty by Bob Schlosberg, his CO2 Powered Stinson SR-5E, photo by Bob.
7. Bob Flickinger's nifty Sikorsky Amphipian.
8. John Ernst's photo of his Sopwith Pup from a DPC Kit with a few modifications.

The birthplace of the Swift was Ft. Worth, TX, in early 1940. The very first low wing, two-place retractable gear aircraft called "The Swift" was built as what would be called today a "homebuilt," by Mr. R.S. "Pop" Johnson of Ft. Worth. Mr. Johnson was reputed to have taken the trial delivery of a Culver Cadet, measured its vital organs and returned it to Culver, no purchase. Then he built himself an aircraft and began looking for a financier and builder. Mr. Johnson contacted Mr. John Kennedy of Ft. Worth. Mr. Kennedy was president and founder of Globe Medicine Company and Globe Aircraft Company. Known locally as a financier, entrepreneur and an all around good business man, Mr. Kennedy's Globe Aircraft Company had been a very active sub-contractor during the war years, with production of Beech AT10's under contract for Beech and the war effort. Looking for postwar business, he and Mr. Johnson made a deal: Mr. Kennedy's company, Globe Aircraft Company, would build the Swift and Mr. Johnson would be in the employ of Globe.

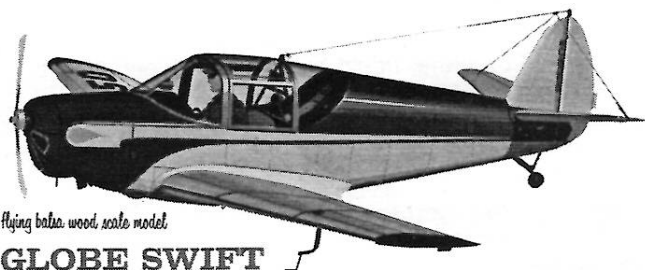
With Johnson's "homebuilt" Swift as a starting point, Globe had Johnson working with their Chief Engineer K.H. "Bud" Knox in preparing the Swift for production. The war effort delayed their work somewhat but after going through 2 additional prototypes of all-wood or wood-metal construction, what finally emerged as the war was drawing to a close was an all metal version. While Kennedy was the driving force that brought about the Globe Aircraft Co. and production of the Swift, he himself gave credit for the design of the all metal version to Chief Engineer Mr. K. H. "Bud" Knox who was then a young design engineer for Globe Aircraft Company. As for Mr. Johnson, he became disenchanted with some of the changes occurring to "his" design and quit the company. (After leaving Globe Aircraft Co., he went back to Fort Worth and continued on his own. He then built the "Texas Bullet" and the "Johnson Rocket," a few of which are still in existence today.)

Logically promoted in period advertising as the ALL METAL SWIFT, to set it apart from the early prototype wood/tube/fabric Swifts, this was the start of the Swift as we know it today. The first, N33336, GC-1A s/n 2, is still in airworthy condition today. N33336 was the Swift used for all GC-1A flight tests, certification, etc. It was built and flight tested along with several other GC-1A's in late 1945. Certification and the issuance of the Type Certificate A-766 for the 85 HP GC-1A was issued May 7, 1946. Beginning with s/n 2 and ending with s/n 409 a total of 408 GC-1A Swifts were built.

With the performance of the early Swifts showing 85 HP was just not doing the job, Globe worked to improve their aircraft. The Type Certificate for the 125 HP GC-1B was issued Sept. 22, 1946. Production records show many of the flight tests of the early GC-1B's also conducted early in 1946. Due to the success of the 1944, 1945, and 1946 national advertising programs, a tremendous demand and backlog of orders for Swifts resulted. All the ads of this period depicted the original GC-1 Swift. To meet this

backlog of orders, Globe entered into a contract with newly founded TEMCO (Texas Engineering and Manufacturing Company) at nearby Grand Prairie, TX, to build Swifts under sub-contract simultaneously with the Globe production. Beginning in May of 1946, TEMCO set up production and began producing GC-1B Swifts at the rate of 15 aircraft per day. Temco built 329 Swifts. With globe and TEMCO together producing a Total of 833 GC-1B's in just over a six-month period. All the effort was for not, however, as production finally caught up with orders and suddenly the parking fields near both plants were full of unsold Swifts. Kennedy soon closed the doors for various business reasons but primarily to avoid what we would today call a corporate "hostile takeover".

TEMCO obtained rights to the Swift as payment for money owned them by Globe. From 1947 through 1951, TEMCO produced 260 Swifts with the last one being rolled-out on August 23, 1951.



Comet Globe Swift
Stew Meyers

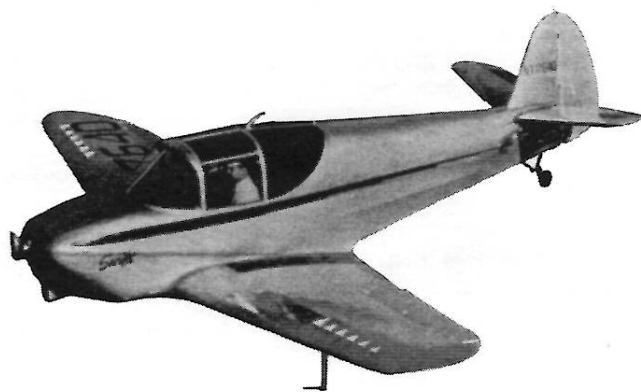
During WWII Comet produced six Speed-O-Matic warplanes in the 25 cent E series. These were retained after the war with balsa replacing the wartime pine. The Comet Globe Swift model joined this group after WWII as kit E-4 and E series now sold for 29 cents. While the warbirds retained their wartime cardstock formers, the Swift and its companion Navion had balsa formers. I built one of each then, but could not get them to fly.

This kit soldiered on until the sixties, by which time I owned a full scale GC-1B, N77757, and the kit, now #3202, sold for a buck. I built another one. This time it flew ok, but it could stand some improvements. The kit portrays the prototype 85 hp GC-1 an under powered dog. The GC-1B had a Continental O-300 producing 125 to 145 hp and was a neat aerobatic capable aircraft. I flew the heck out of mine.

The kit is also off in landing gear placement. it should be 3/4" forward. The wheel when retracted was nearly tangent to the leading edge. This of course will help the CG if you choose to have the gear down. You really should build the -B version with a longer larger nose.

I would also set the wing at 2° incidence rather than 0° as shown on the plans. This requires modifying the bottom keel as well as part F9. Use the bigger lighter stab shown. I would also replace the cabin hoop formers F4 & F5 with laminated bass wood for lighter more realistic

appearance. F5 should have the scale triangular roll over bar for added strength. Eliminate the top keel between F3 and F5. Run a piece of 1/16 x 1/8 between F4 & F5 on each side to define the top of the window. The top of the cabin should be covered with bond paper between the Nobody could fly it with the sun beating down through the clear hatch for long and all were replaced by aluminum. Finally move the rear motor peg forward to F7. The 3202 box art at the head of this article looks more like a GC-1A than the prototype shown below and on the plans.



KielKraft Globe Swift
Stew Meyers

I might just say here that I have been properly taken to task by our British and Commonwealth members for confusing Phil Smith the Veron designer with Albert Hatful the KielKraft designer, who got it about right on this model. The box art shown above is however wildly off. The main under carriage looks fixed, there is a tail skid and no tail dihedral. Fortunately it's what's inside that counts. The Kielkraft Globe Swift plans looks closer to scale, if some what more robust, than the Comet. The stab is larger and the undercarriage is in the right spot. Not much needs changing except to move the rear motor peg forward a bay and maybe enlarge the nose to change this GC-1A Swift to a GC-1B. Oh, you might laminate the cabin former hoops #5 & #6 and add the scale inverted "V" brace. The wire undercarriage should be detailed if you are going to leave it down, and tail wheel strut needs some scale detail. Don't forget to add the wing slots. These are best done with an airbrush, but can be done with a marking pen, as can the ailerons and flaps. Remember you need two print wood

GLOBE SWIFT



DESIGNED & DRAWN
by
Albert E. Hatfull

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BUILDING INSTRUCTIONS

Rub candle wax or white soap on plan to prevent constructed parts sticking to it.

FUSELAGE.

Pin pieces A, C and strips of 3/16" x 1/16" (constituting keel and backbone) to plan, cement joints. Glue the half formers 2, 3, 4, 5, 6, 7, 8 and 9 over their correct positions on the keel and backbone, check that all formers are at right angles to your building board, The 1/16" x 1/16" stringers may now be cemented into notches in formers (notice their arrangement as shown in side view) but leave out the stringers which pass under the wing until later. Add pieces D, E and M flush with the stringers. Remove this first side from the plan when dry and cement the corresponding half formers to the other side in similar manner to the first. Add the stringers and pieces D, E and M as before. Glue former 1 in place on the front of 2, cut sheet celluloid to patterns, wrap round cabin and cement in place. Fix tailwheel as shown. Roughly shape the nose block, cement pieces 1A and 2A to the back face of same "plug" the unit into the hole provided in 1 and 2 and carefully finish off the shape with fine sandpaper while mounted on the fuselage. Cement nose plug in as noted. Bend a hook on wire supplied, push through nose plug from rear, place two cup washers on wire then the propeller, bend the wire at right angles, push into slot provided in propeller spinner and apply cement. Lightly sand the body (fuselage) all over.

WINGS.

Cut the mainspar from 1/4" x 1/16, place pins on either side to position on plan, pin 1/4" x 1 / 16" trailing edge to plan. Cement ribs to spar and T.E. over their correct stations. Notice card template to be used against ribs RI to obtain necessary tilt giving 1-3/8" dihedral when wing halves are joined. Cement the 3/32" square leading edge into notches in noses of ribs and cement tip pieces in place. When both wing halves are dry they may be joined together at RI, leave one wing flat on board and support the other tip to 2-3/4" until set. Bind landing gear wire as shown and bind and cement firmly to the landing gear spar, this unit is installed as a whole into the notches provided on the underside of the ribs RI-3. Lightly sand the wings, round off leading edge and taper down trailing edge to a fine chamfer. It is advisable to tissue cover, water shrink and dope, the top of the wing before assembly to body.

FIN AND TAILPLANE.

These are constructed by pinning the outlines of indicated sizes to the plan together with the tip pieces, cement the joints and add the 16" square cross pieces. NOTE—when removed from plan the tailplane is cracked along its centre line (indicated dot-dash on plan) and, with one half flat, the other tip raised to 1" re-cement and leave to set. Tissue cover, water shrink and dope, both fin and tail before assembly to body.

ASSEMBLY.

Having covered the top of wing as previously noted, cement same into recess provided in body and when set the stringers previously omitted may be added to the underside of the body. These pass under the surface of the wing. It is best to cover the body at this stage using strips of tissue sufficient only to span the gap between two adjacent stringers and making small overlaps for subsequent strips of tissue. The tailplane is cemented to the fuselage where shown using small pieces of equal thickness packing under each side to support its dihedral shape. Cement the fin directly over the centre line of the tail and check for a symmetrical "line up" by sighting along the fuselage from the front or rear. Add small details i.e. intake under nose, exhaust stubs (two each side) cut from a drinking straw, radio aerial on top of cabin from a yard broom bristle. Colour dope the nose block and propeller and paint on the grille as shown in the half front view.

FLYING.

Tie the ends of the strip rubber together, double over to make four strands, lubricate with ordinary castor oil and drop the knotted end through the fuselage nose. Use the dowel pushed through pieces M to retain the rubber at the tail end. Now the model is fully assembled with the motor installed it should balance at the mainspar position when supported on the finger tips, plasticine should be added (very little should be needed) to the nose or tail unit until the model is made to balance. Test glides may now be made over long grass to prevent unnecessary damage. Launch the model into the wind from shoulder height, on a slightly downward path. If the model tends to "stall" add a small piece of plasticine to the nose, if a dive results add a small piece at the tail, It may be found that some of the weight previously added for balance may be removed to correct diving or stalling tendencies. When a satisfactory glide has been obtained, hand turns may be applied to the rubber motor, about 50 or 70 to begin with, then launch into the wind as before. After you gain confidence with the model the turns may be increased gradually to 150 or 200. but before launching insert a piece of 1/16" strip balsa in the left hand side of the nose block to obtain side thrust. The model may also be made to "take-off" from a smooth surface.

1966 FLYING ANNUAL

Globe Swift GC-1B

RICHARD G. WEEGHMAN

Of all the vintage aircraft smoldering unused and dyspeptic in dusty, wind-scarred stretches of airport, the Swift probably rates as the most pugnaciously defiant to the malice and maltreatment of age.

This hairy-chested mite—usually etched by corrosion, often creased, dented and peeling—somehow persists in holding up both cheeks to be slapped by the calloused hand of time.

And this is as it should be because the Swifts in all their various shapes and modifications have endured as tough, cocky, agile, tricky, speedy little airplanes.

The Swift, despite its geriatrics problem, is no serving of milk toast. Instead, it's a welcome bracing cup of Irish coffee among all the old lace and antimacassar ramp crowd of gentle old lady airplanes like the Ercoupes, Aeronca champs, Cessna 140s, et al.

The Swift (with a 125-hp engine) is a tidy little zipper that will snarl along at a no-nonsense 122 knots (140 mph) cruise and will hit 130 knots (150 mph) flat out.

A Swift will respond with a feather touch of aileron that will set an old fighter pilot's heart atingle.

A Swift can be bought out of pocket at airports all over the country for \$2,500 to \$3,800.

A well-cared-for Swift is one of the prettiest sights on an airport ramp.

But that's just about it. The Swift has its share of major shortcomings. Not the least of these is an almost nonexistent baggage capacity. Although the charts say 100 pounds of luggage can be carried, it would be an exercise in extrusion to fit that much into what amounts to an afterthought of a baggage compartment hidden behind the seats. Furthermore, one must yank the seats forward to squeeze objects into this minuscule receptacle, and even then chances are that someone on that inevitably long totem pole of predecessor owners has cluttered it with various and sundry radio gear.

In other words, expect to travel in Spartan style when you travel by Swift. It's a great airplane for bachelors, but for two people—bring only toothbrushes.

Next is the landing gear. To take off and land a Swift is dandy fun for devotees of conventional gear—especially in gusty crosswinds, but for the casual hold-it-off-and-clunk-it-down flier accustomed to the ease and luxury of a tricycle gear, it is an exercise in piloting skill.

The main gear is handsomely wide spaced, but the landing speed is somewhat hotter than in the more lethargic high-wingers and, frankly, it takes a while for the pilot not trained in conventional-gear landing to become accustomed to this airplane in all runway and wind conditions.

Each Swift owner seems to have his own landing technique. Some land three-point. Others touch down main gear first in a "wheel" landing, and then ease the tail wheel to the runway.

The gentleman Swift owner I flew with swore he simply couldn't land it three-point; he had "horrible results" using this technique, he said. Others say they prefer three-point touchdown under most conditions.

One slight disadvantage of the wheel landing, of course, is that a little bit of power must be retained to control the touchdown and this lengthens field run. However, our host insisted he made this kind of landing exclusively and still managed regularly to get in and out of an 1800-foot turf strip in Vermont.

Another matter to consider is airspeed on final. With a stall speed some 8 knots (10 mph) higher than many small two-seaters, the Swift pilot must carry a little higher approach speed. Most Swifts stall at a bit under 43 knots (50 mph) with flaps and a bit under 53 knots (65 mph) clean.

We suspect the airspeed indicator must have been awry on the model we flew, for it stalled clean at 65 knots (75 mph), power off, and 56 knots (65 mph) with full flaps.

Incidentally, there's nothing sneaky about the Swift stall. The plane burbles and buffets and shakes in fine style at the onset; and even with the wheel full back in the stall, the aircraft merely rocks up and down, vibrating heavily. The stall is not accompanied by a wing drop, either.

Some people look with suspicion upon the little wing slots that are one of the hallmarks of the Swift, saying that if the wing were well-designed, a stall-delay device like slots would not be necessary. At any rate, the result is a perfectly straightforward stall.

As one might guess, the wing loading on the Swift is a little higher than some of its contemporaries endowed with lower-speed regimes. At about 13 pounds per square foot, it is higher than, say, an Ercoupe's 8.8 pounds or a Cessna 140's 9.1 pounds, but it's lower than that of a Cherokee 180 at 15 pounds or a Beech Musketeer at 16 pounds, for example. Wing loading, of course, is a measure of the area of wing available to hold up the weight of the airplane.

The true forte of the Swift is speed. With a 125-hp engine, the pilot can expect a cruise of 113 to 117 knots (130 to 135 mph) at 75 percent power. And fuel consumption should be no greater than 8 to 10 gallons per hour. Our Swift owner testified that he consistently managed 7 to 8 gph on cross-countries.

Although the Swift will get off, according to the book, in about 700 feet, the aircraft is no demon on climbout. It achieves merely 500 to 700 fpm at about 70 knots (80 mph).

Needless to say, we're talking about the 125-hp model, and there are others available with powerplants ranging from 85 hp to 150 hp, with and without Aeromatic props (which automatically change pitch for climbs and cruise - with tip tanks, tip plates, dorsal ridges, modified cabins, etc., ad infinitum).

As for operating details, the pitch trim on the model we flew was the most awkward imaginable. It was located behind and above the pilot's head with a coffee grinder trim crank guaranteed to nearly dislocate the pilot's shoulder.

Gear and flaps are hydraulic, with an electric motor supplying hydraulic pressure.

On whatever Swift you fly, the instrument panel is almost assuredly one or the other version of abominable pseudo-modern design, that resembles something out of a 1938 Chrysler. It will very likely contain one, or two archaic and rusting radios of doubtful origin and value.

Doors there are not. To enter the Swift, one raises a lid and steps over the cabin wall or gunwale. The windows slide up and down and hide neatly within the side of the fuselage. They are a delight for taxiing, and even for flying, au naturel—open. Unless well fitted, they permit generation of a terribly loud din within the cockpit.

Refueling is a procedure bound to win the awe and enmity of many a line boy. Although there are two fuel tanks, one in each wing, both are filled from the left wing opening. This means exercise of moderate patience while the fuel siphons into the opposite tank—a rather deliberate process.

Don't be confused by the designation of Swifts as Temco or Globe models. The Globe Aircraft Corp. started things off right after the end of World War II by building the Swift 85 and Swift 125. Needless to say, they had grand plans. The annual report to the stockholders for 1945 proudly proclaimed: "Our schedule for 1946 calls for the delivery of approximately 4,000 airplanes. In order to meet this heavy volume, we have geared our plant to production line operation, and we expect to turn out 2,700 airplanes by the end of the year."

As the course of events would have it, however, just one year later (in 1947) the Texas Engineering and Manufacturing Co. (Temco) acquired all assets and rights. (Prior to the bankruptcy of Globe, Temco had built 329 Swifts under subcontract.) It continued to build Swifts until the early 1950s and the Korean War. Then production was ended.

Since then, however, many modifications have been made and certificated, and the Swift joined the illustrious ranks of history's "almost-made-its."

This, however, detracts not one iota from its status in the ranks of owners who enjoy a unique prestige as "hot pilots" in one of aviation's niftier little holdovers.

A few further comments on the Swift

Stew Meyers

Aileron control was strong suite of the Swift. It was very easy to roll. The slots allowed crisp aileron control down to the bitter end of a stall. The clean stall was gentle and well behaved. A dirty stall with gear and flaps down on the other hand was aggressive and could result in a snap to a spin. This could be corrected swiftly before the spin fully developed, but with a loss of altitude. Not a good maneuver on approach, it got your attention in a hurry.

If the hatch became unlatched it would pop up a few inches but go no further. A little unnerving on take off, but not really dangerous.

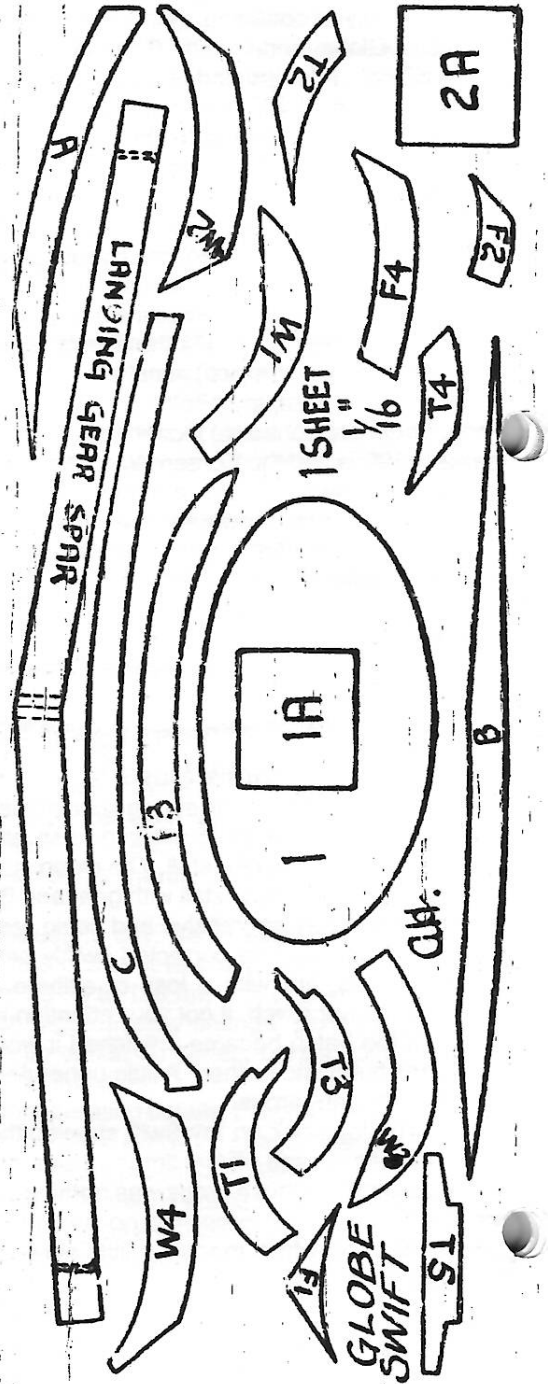
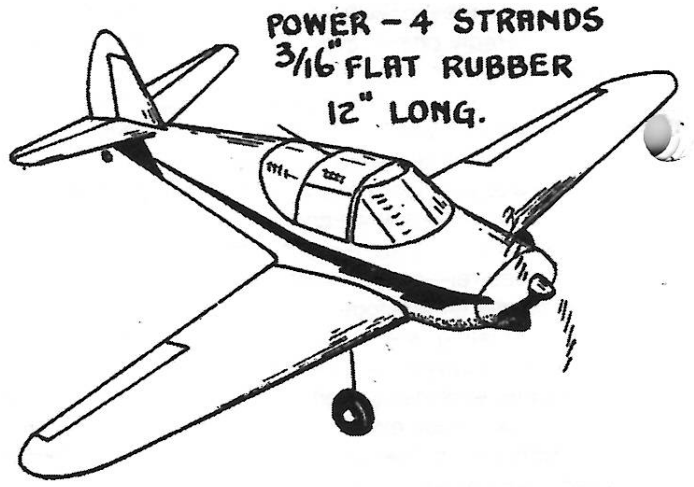
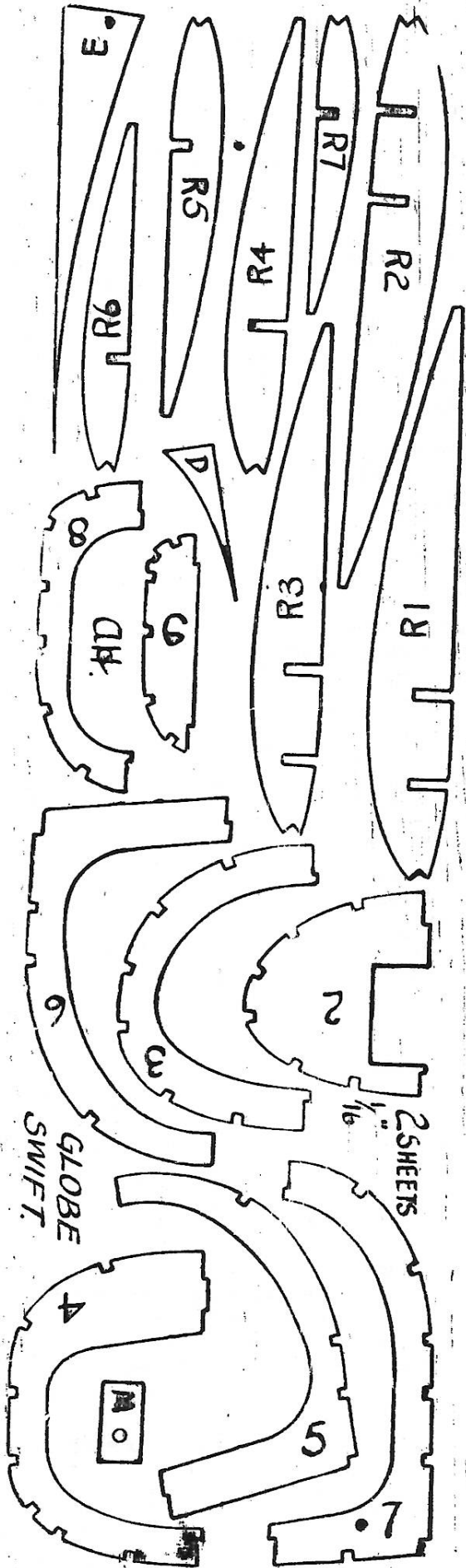
The log book on my Swift showed the Aeromatic prop had been on and off five times. It was off when I flew it. The reliability of these props was nothing to brag about. The fixed pitch metal prop had no problems. Mine was pitched for climb which made it a little slow, but allowed it to get out of short strips.

Globe Swift GC-1B

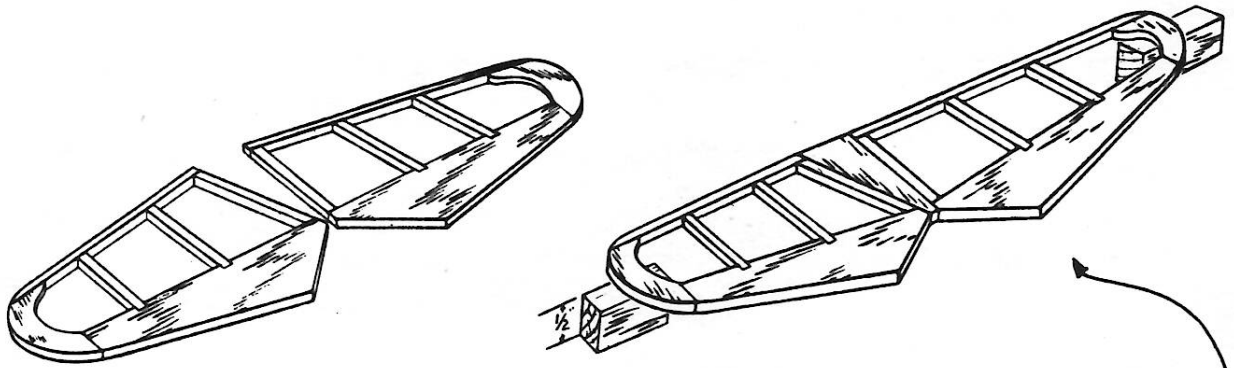
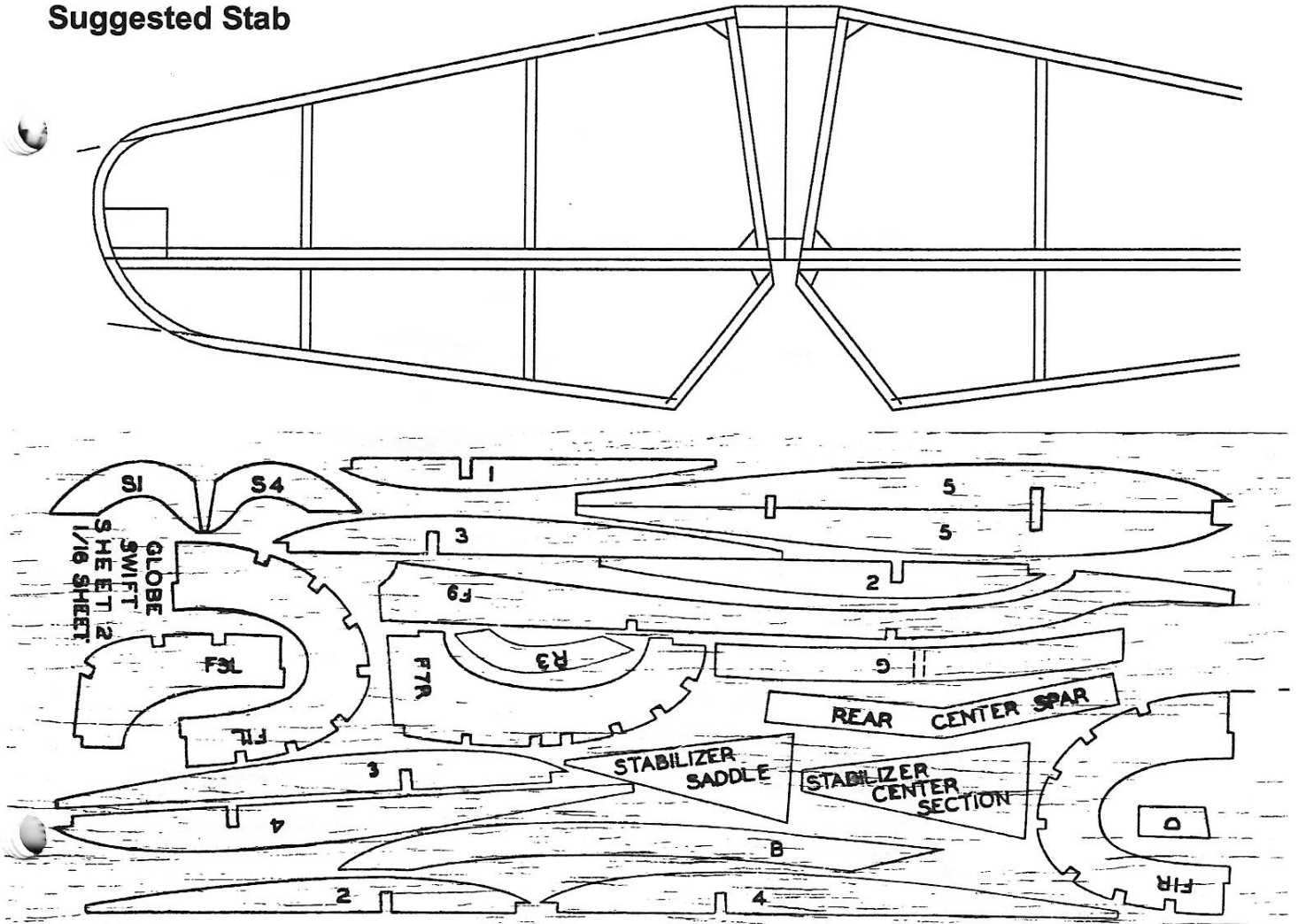
Specifications	Basic price: Approx. \$3,000
Engine	Continental O300, 125 hp.
Propeller	Aeromatic constant-speed.
Wing span	29.3 ft.
Length	19.6 ft.
Height	6.2 ft.
Wing area	131.63 sq. ft.
Wing loading	13 lb/sq. ft.
Passenger & crew	2
Empty weight	1,110 lbs.
Useful load	600 lbs.
Gross weight	1,710 lbs.
Power loading	13.69 lbs./hp.
Fuel capacity	30 gals.
Baggage capacity	100 lbs.
Performance	
Takeoff distance	684 ft.
Rate of climb	1,000 fpm
Service ceiling	16,000 ft.
Maximum speed	130 kts. (150 mph)
Cruise speed	122 kts. (140 mph)
Range (at cruise)	444 n.m. (512 s.m.)
Stall speed (gear & flaps down)	42 kts. (48 mph)
Landing distance	381 ft.
Flight characteristics	
Control response	Good
Hands off stability	Poor
Stall recovery	Good
Runway handling	Fair
Visibility	Good
Seat adjustment & comfort	Fair
Accessibility, of switches, etc	Fair
Panel layout	Fair
Entry-exit ease	Fair
Front seat room	Good
Noise level	Poor

The wheels retracted in to wheel wells in the wing just aft of the leading edge. During retraction just before the wheels fully retract, the air is forced to flow over the tire and through the wheel well. This greatly increases the drag. Tucking up the gear in a hurry to try to cure a slow climb out on take off just makes it worse. Not that you were always able to raise the gear in a hurry. The hydraulic pump drew 35 amps, but there was only a 12 amp generator. If your battery was a little low, and you had to prop the engine to start it (easily done) you had to wait about 20 minutes before you could raise the gear. You could lower it at any time though.

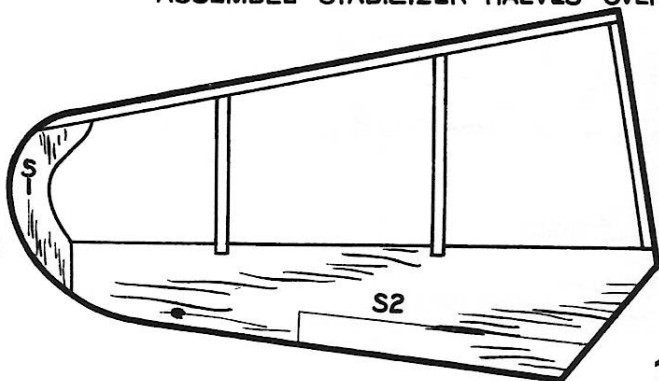
The GC-1B and GC-1A were near identical aft of the firewall with the exception of a chunk of lead mounted just ahead of the tail wheel on the -1B. The -1A had two exhaust pipes on each side. The -1B had three unless it had Hamlin-Wilson mufflers like mine in which case there was only one larger pipe on each side. You can use the three view information aft of the firewall for either version. Refer to the photos for the firewall forward on the GC 1-B.



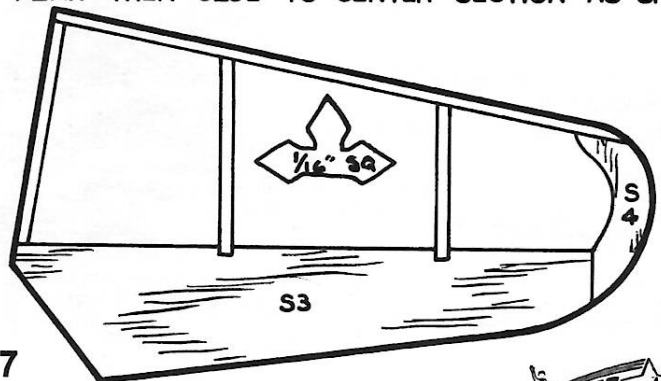
Suggested Stab

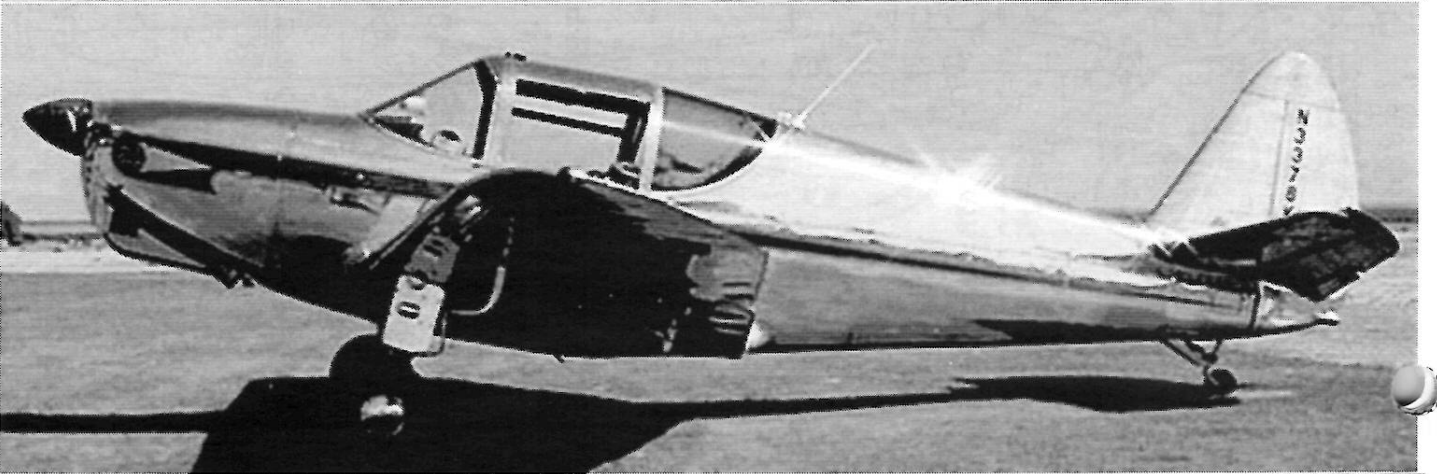


ASSEMBLE STABILIZER HALVES OVER PLAN THEN GLUE TO CENTER SECTION AS SHOWN



17





Real GC-1B's
Note the bigger longer nose. NC7817 from Westminster has the Hamlin-Wilson Muffler. The other two have straight stacks on their O-300's. Note three pipes. Noisy!

THE Swift

GC-1B

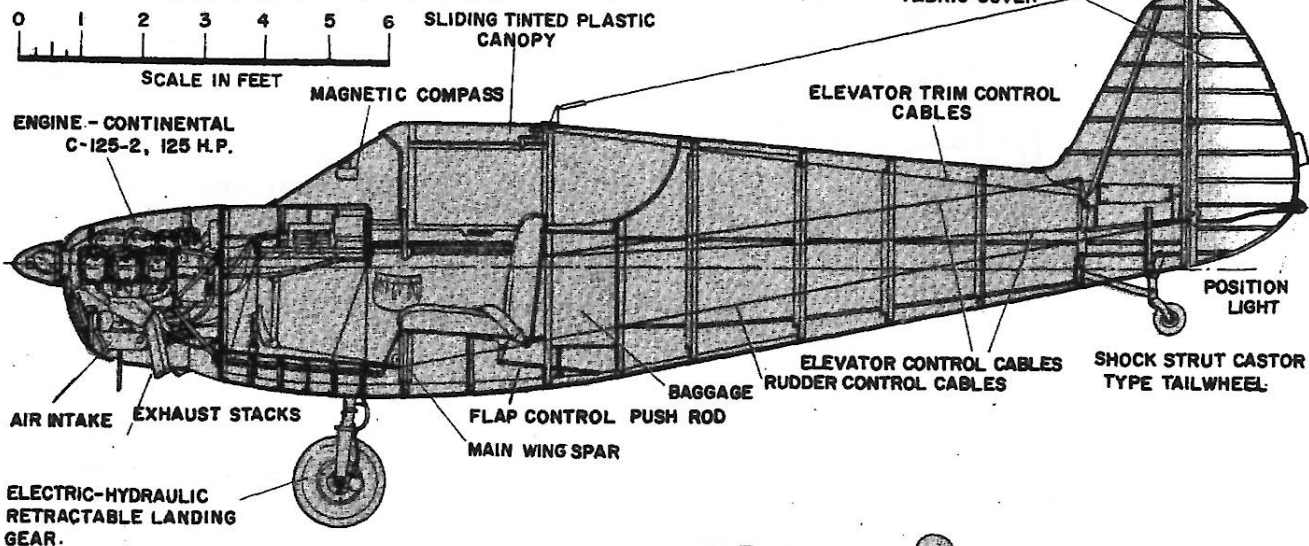
MANUFACTURED BY
GLOBE AIRCRAFT CORPORATION
 FORT WORTH, TEXAS
 AND
TEXAS ENGINEERING & MANUFACTURING CO.
 DALLAS, TEXAS

WARNING!
 THIS THREE VIEW IS OF THE GC-1A
 DESPITE THE TITLE. THERE MAY BE
 A 125 HP MOTOR DRAWN IN BUT THE
 COWL IS PURE GC-1A.
 CHECK OUT THE PHOTOS!

The "Swift" was first produced by the Globe Aircraft Corporation at Fort Worth, Texas, in 1940. The first Swift Model GC-1 had plywood wings and fuselage and control surfaces fabric-covered. The GC-1 was powered with the 85-hp Continental engine. Manufacture of the GC-1 was discontinued with the advent of World War-II. After the war, the Globe Company re-designed the Swift as an all-metal airplane with control surfaces fabric-covered. This post-war Swift Model GC-1A powered with the 85-hp Continental engine is considered by many pilots today to be a tremendously underpowered airplane. Globe further developed the Swift, using the Continental C-125-2, 125-hp engine and contracted with the Texas Engineering and Manufacturing Company of Dallas to manufacture this model, the GC-1B. In 1946 the Globe Company failed and TEMCO purchased the Swift design and continued its manufacture. Performance of the TEMCO Swift GC-1B is as follows:

Top Speed	150 miles per hour
Cruising Speed	140 miles per hour
Stalling Speed	48 miles per hour
Rate of Climb	1000 feet per minute
Service Ceiling	16,000 feet
Range	425 miles

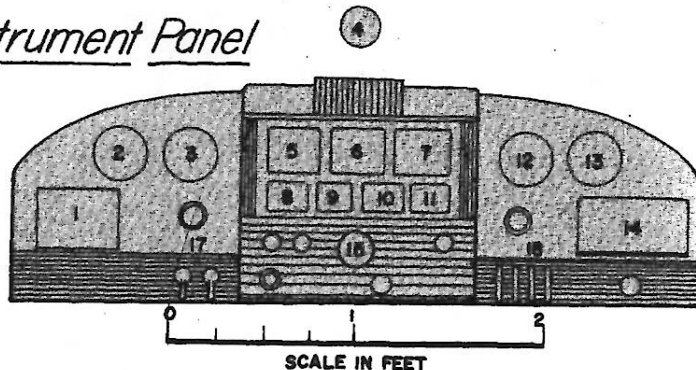
SWIFT GC-1B - Inboard Profile

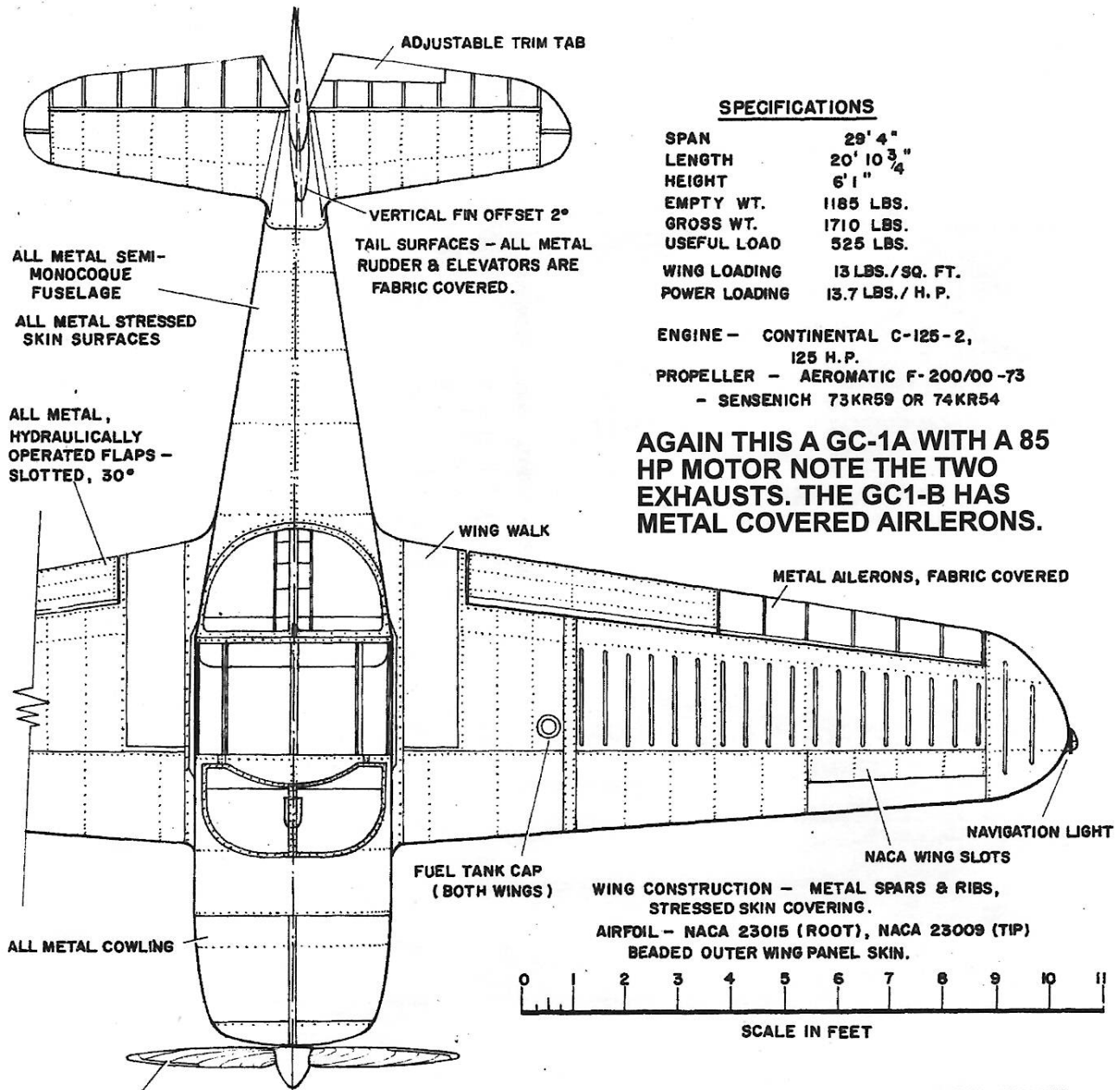


Instrument Panel

INSTRUMENT PANEL LEGEND

- | | |
|----------------------------|----------------------------------|
| 1. Radio Installation | 10. Oil Temperature Gauge |
| 2. Rate of Climb Indicator | 11. Ammeter |
| 3. Turn and Bank Indicator | 12. Manifold Pressure Gauge |
| 4. Magnetic Compass | 13. Clock |
| 5. Airspeed Indicator | 14. Glove Compartment |
| 6. Tachometer | 15. Throttle |
| 7. Altimeter | 16. Ignition Switch |
| 8. Fuel Pressure Gauge | 17. Flap & Landing Gear Switches |
| 9. Oil Pressure Gauge | 18. Electrical Switches |



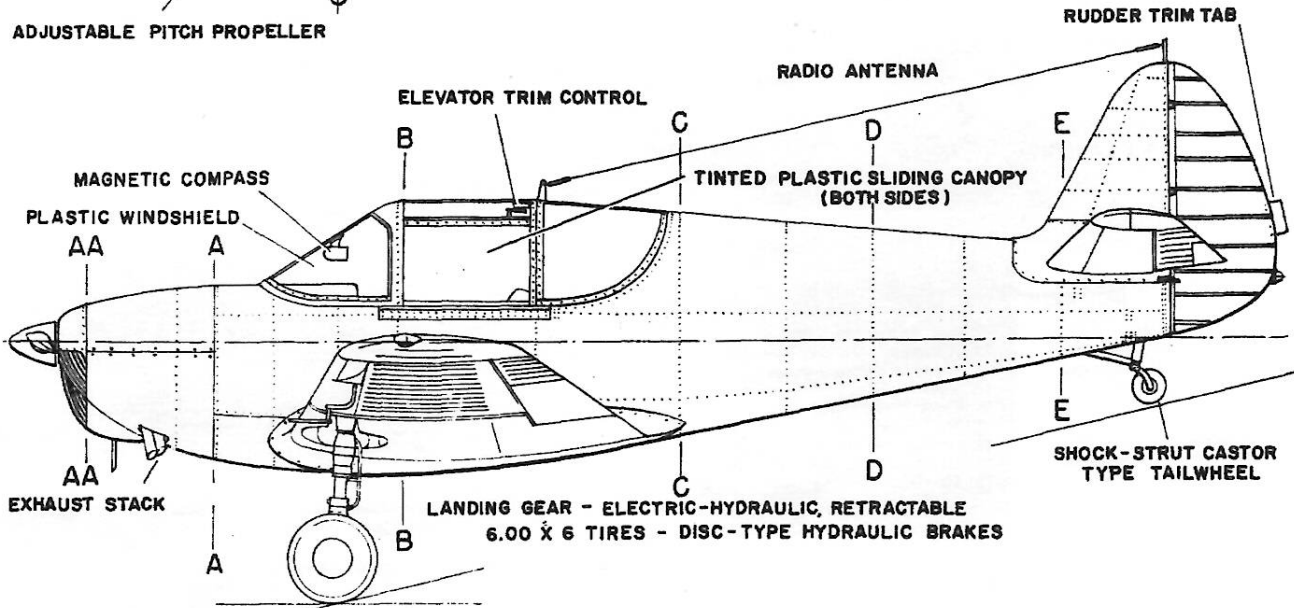


SPECIFICATIONS

SPAN	29' 4"
LENGTH	20' 10 3/4"
HEIGHT	6' 1"
EMPTY WT.	1185 LBS.
GROSS WT.	1710 LBS.
USEFUL LOAD	525 LBS.
WING LOADING	13 LBS./SQ. FT.
POWER LOADING	13.7 LBS./ H. P.

ENGINE - CONTINENTAL C-125-2,
125 H.P.
PROPELLER - AEROMATIC F-200/00-73
- SENSENICH 73KR59 OR 74KR54

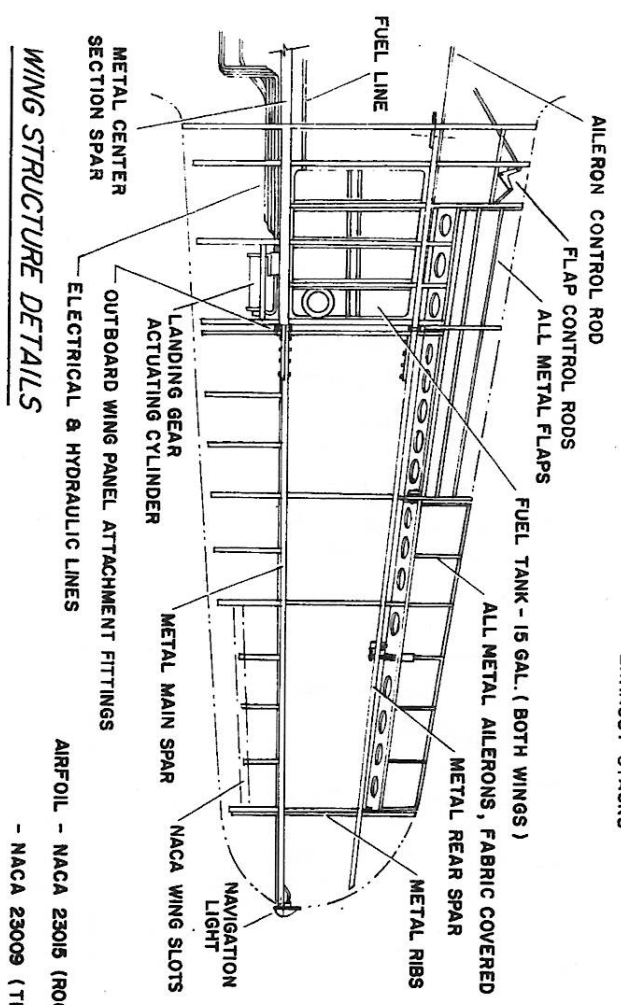
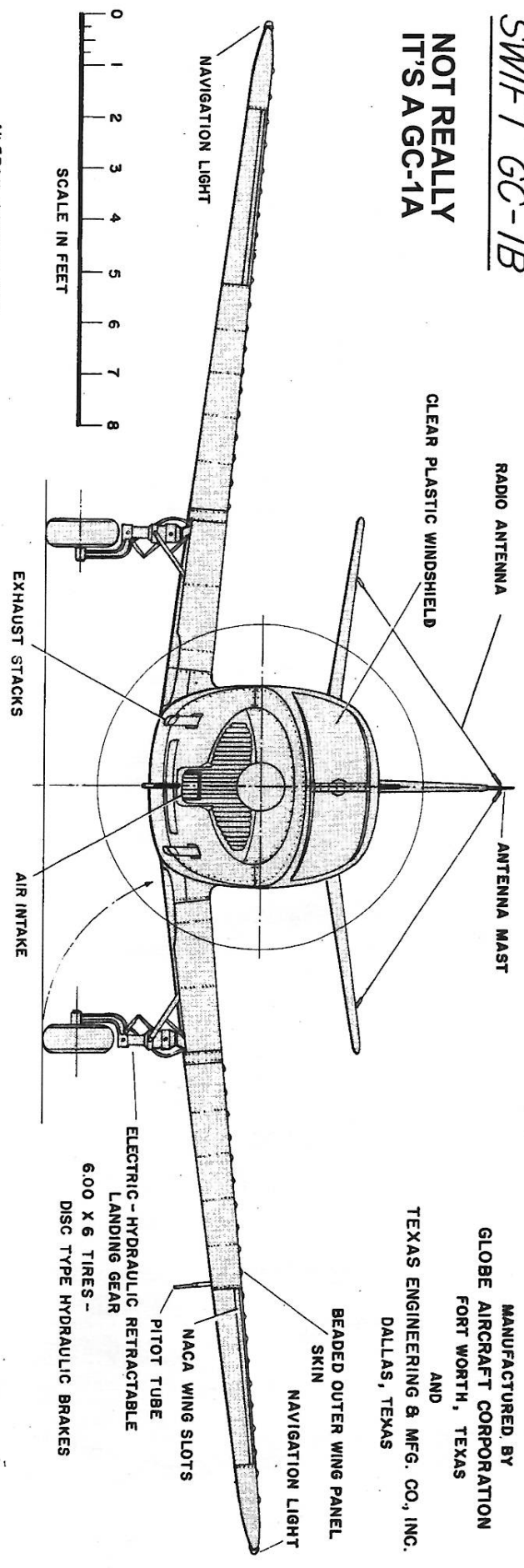
AGAIN THIS A GC-1A WITH A 85 HP MOTOR NOTE THE TWO EXHAUSTS. THE GC1-B HAS METAL COVERED AIRLERONS.



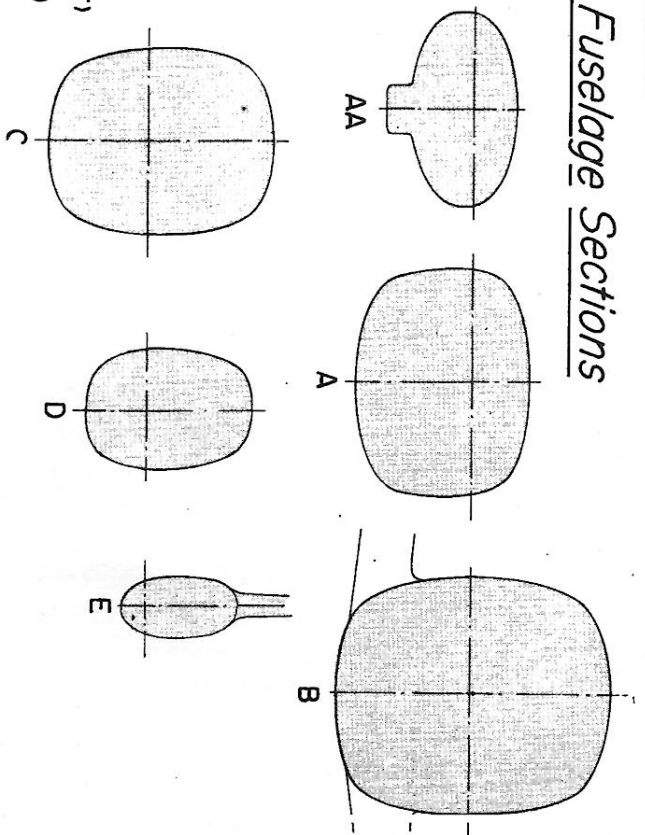
SWIFT GC-1B

NOT REALLY
IT'S A GC-1A

MANUFACTURED BY
GLOBE AIRCRAFT CORPORATION
FORT WORTH, TEXAS
AND
TEXAS ENGINEERING & MFG. CO., INC.
DALLAS, TEXAS



Fuselage Sections



April 30 and May 1, 2005
Ingleside, Maryland ESFF Contest

Saturday April 30 5 flyers showed up

ROG (3 Flyers)

- | | |
|------------------|----------|
| 1. Wally Farrell | Peck ROG |
| 2. Mark Houck | Peck SB |
| 3. Russ Sandusky | Peck SB |

WWII NoCal (4 Flyers) Mass Launch

- | | |
|------------------|---------|
| 1. Wally Farrell | Hellcat |
| 2. John Houck | FW-190 |
| 3. Vic Nippert | P-51D |

Racers (4 Flyers) Mass Launch

- | | |
|------------------|--------------------|
| 1. Wally Farrell | Chet Loose Special |
| 2. John Houck | Rider Bumblebee |
| 3. Vic Nippert | Chester's Goon |

WW II (3 Flyers) Mass Launch

- | | |
|------------------|--------------|
| 1. Frank Rowsome | Kharkov R-10 |
| 2. Mark Houck | Hurricane |
| 3. John Houck | Stormovik |

Sunday May 1

Peanut Scale (5 Flyers)

- | | |
|------------------|-----------|
| 1. John Houck | Jodel |
| 2. Frank Rowsome | SE-5A |
| 3. Wally Farrell | Monocoupe |

FAC Rubber Scale (3 flyers)

- | | |
|------------------|------------|
| 1. Wally Farrell | Macchi 202 |
| 2. Bob Marchese | Fairchild |
| 3. Doug Gregg | Fairchild |

Sunday, May 1, 2005 continued

Embryo (4 flyers)

- | | |
|------------------|------------|
| 1. John Houck | Own design |
| 2. Wally Farrell | Own design |
| 3. Doug Gregg | Own design |

Old Time Kit Scale (6 flyers)

- | | |
|------------------|--------------|
| 1. John Houck | Leopard Moth |
| 2. Frank Rowsome | Me-109B |
| 3. Dan Driscoll | Taylorcraft |

Dime Scale (5 flyers)

- | | |
|------------------|-----------|
| 1. Frank Rowsome | Ong |
| 2. Mark Houck | P-38 |
| 3. John Houck | Fairchild |

FAC Grand Champion Wally Farrell

We did not fly World War I, too windy and too fragile, and you're favorite Bogus Bostonian was not flown although we had one legal and one almost legal model. We always need three to make it official.

We had a grand total of 10 contestants: Russ Sandusky, David Franks, Wally Farrell, Mark Houck, John Houck, Frank Rowsome, Vic Nippert, Dan Driscoll, Bob Marchese, and Doug Gregg.

We could have had 2 or 3 more if the weather Saturday was better and the USNA model club was not flying indoors at the Naval Academy Field House.

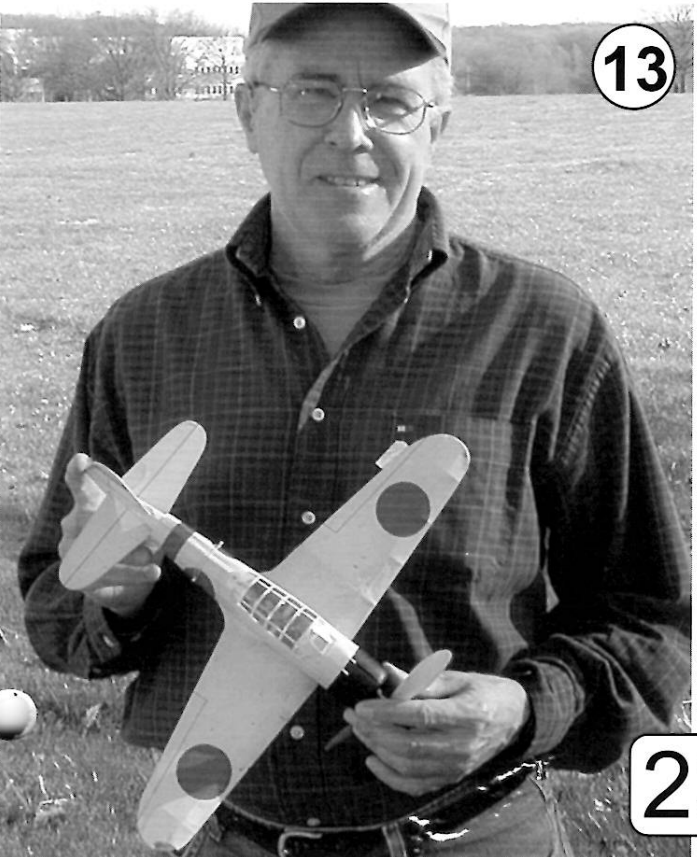
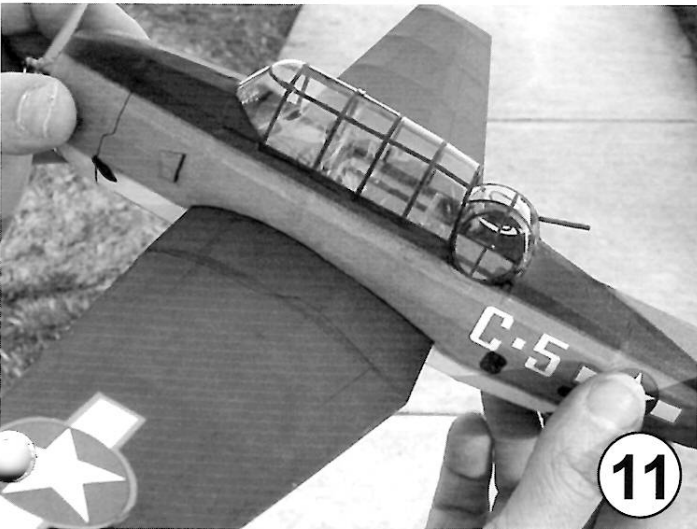
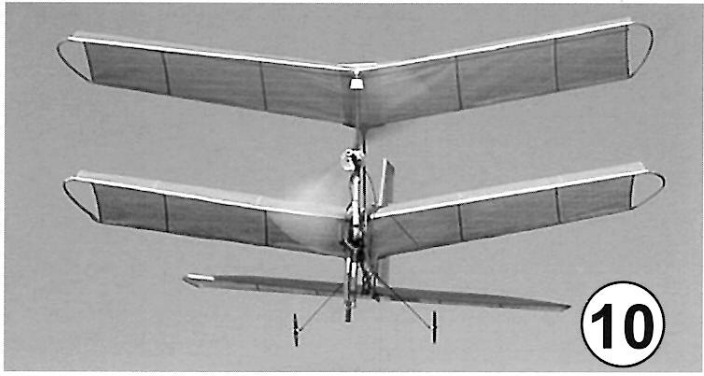
Russ Sandusky



Russ, Frank, Mark, Bob, Norm, & Doug

9. Our Pres Stefan Prosky welcoming the Spring at Shangri-La with his FF camera plane.
10. Head on view of Stefans camera plane.
11. A close-up of David Mitchell's great canopy for his (sort of Guillow) Avenger.
12. MaxFax Editor Stew enjoying the great Spring weather at Shangri-La with his little stick.
13. Dan Driscoll and his Zero are no strangers to Shangri-La..
14. Our Secretary Dave Mitchell enjoying the day with his R/C electric Wildcat.

Springtime at the Oasis (Shangri-La) April 2005





TEMCO FACTORY



STEW & HIS SWIFT

GC-1A 85 HP
VERSION



CLUB OFFICERS -President: Stefan Prosky 414 11th Street SE., Washington, DC 20003
Secretary: David Mitchell 230 Walnut St. NW., Washington, DC 20012
Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817 ---- *Note change - Stew has replaced Norm!*
Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

MEETINGS - The D.C. MAXECUTERS hold meetings at 8:00 pm on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world.
MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries.

Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Stew Meyers.

PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@erols.com

Maxecuter web site: <http://www.his.com/~tschmitt/>

Your DUES are due

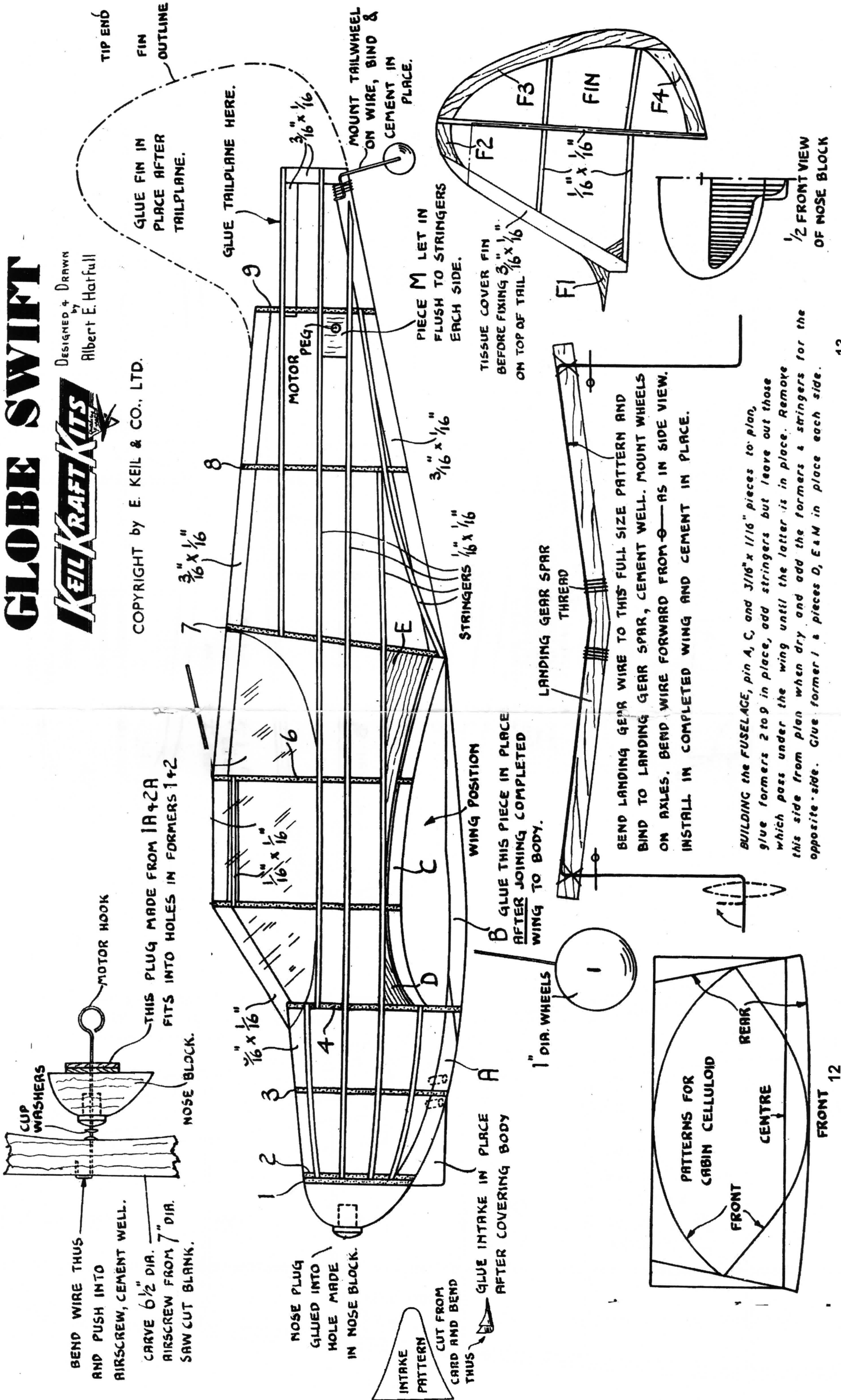


GLOBE SWIFT

KEILKRAFT KITS

DESIGNED & DRAWN
by
Albert E. Hatfull

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BEND WIRE THUS AND PUSH INTO AIRSCREW, CEMENT WELL.
CARVE 6 1/2" DIA. AIRSCREW FROM 7" DIA. SAW CUT BLANK.

MOTOR HOOK
THIS PLUG MADE FROM 1A+2A FITS INTO HOLES IN FORMERS 1+2
NOSE BLOCK.

NOSE PLUG GLUED INTO HOLE MADE IN NOSE BLOCK.

INTAKE PATTERN CUT FROM CARD AND BEND THUS

GLUE INTAKE IN PLACE AFTER COVERING BODY

WING POSITION
B GLUE THIS PIECE IN PLACE AFTER JOINING COMPLETED WING TO BODY.

1" DIA. WHEELS

PATTERNS FOR CABIN CELLULOID
FRONT
CENTRE
REAR

FRONT 12

GLUE FIN IN PLACE AFTER TAILPLANE.

GLUE TAILPLANE HERE.

MOTOR PEG

MOUNT TAILWHEEL ON WIRE, BIND & CEMENT IN PLACE.

PIECE M LET IN FLUSH TO STRINGERS EACH SIDE.

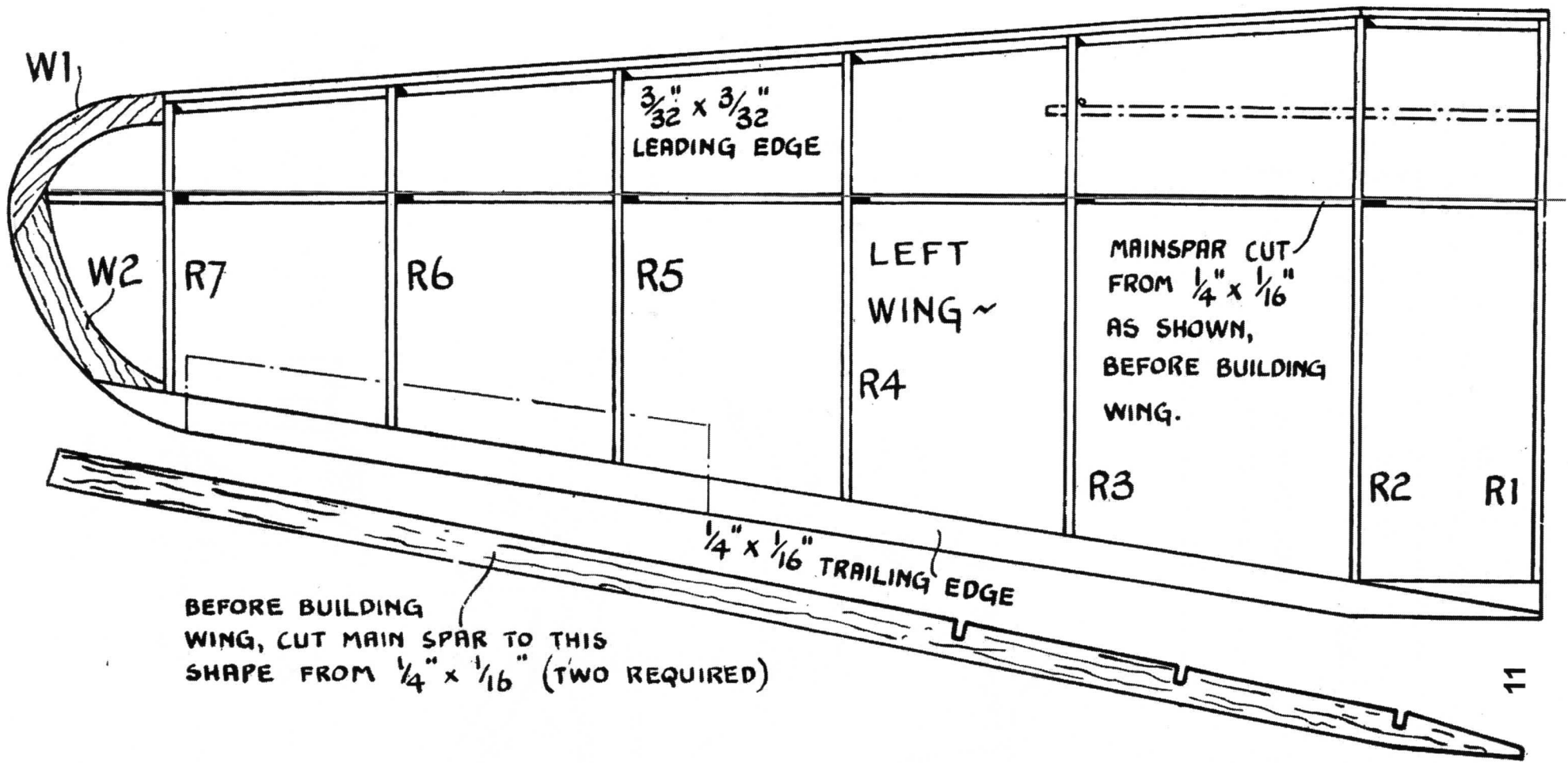
TISSUE COVER FIN BEFORE FIXING 3/16" x 1/16" ON TOP OF TAIL

LANDING GEAR SPAR
THREAD

BEND LANDING GEAR WIRE TO THIS FULL SIZE PATTERN AND BIND TO LANDING GEAR SPAR, CEMENT WELL. MOUNT WHEELS ON AXLES. BEND WIRE FORWARD FROM 6—AS IN SIDE VIEW. INSTALL IN COMPLETED WING AND CEMENT IN PLACE.

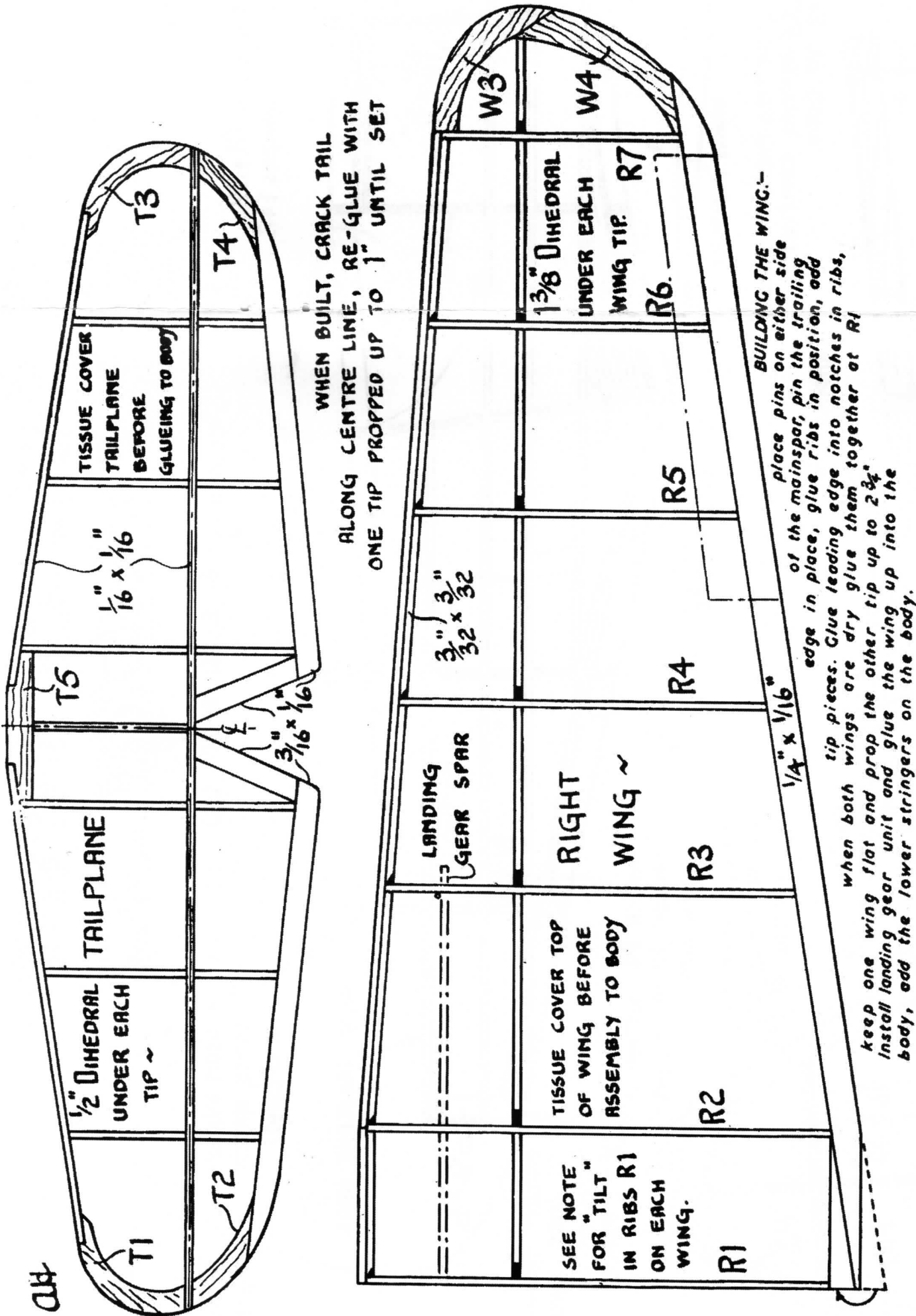
BUILDING the FUSELAGE, pin A, C, and 3/16" x 1/16" pieces to plan, glue formers 2 to 9 in place, add stringers but leave out those which pass under the wing until the latter is in place. Remove this side from plan when dry and add the formers & stringers for the opposite side. Glue former 1 & pieces D, E & M in place each side.

1/2 FRONT VIEW OF NOSE BLOCK



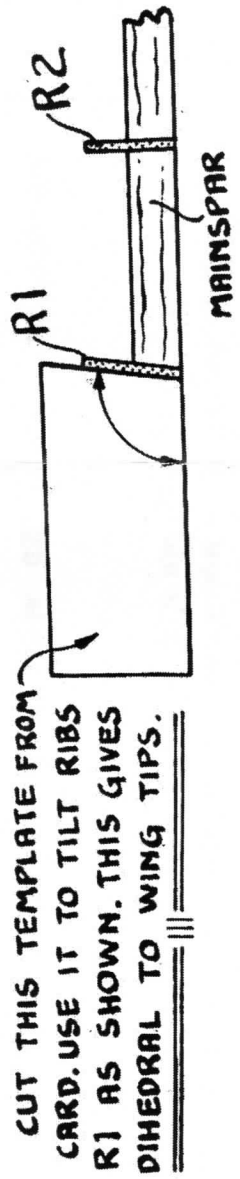
BEFORE BUILDING WING, CUT MAIN SPAR TO THIS SHAPE FROM $\frac{1}{4} \times \frac{1}{16}$ (TWO REQUIRED)

11



WHEN BUILT, CRACK TAIL ALONG CENTRE LINE, RE-GLUE WITH ONE TIP PROPPED UP TO 1" UNTIL SET

BUILDING THE WING:-
place pins on either side of the mainspar, pin the trailing edge in place, glue ribs in position, add tip pieces. Glue leading edge into notches in ribs, when both wings are dry glue them together at R1 keep one wing flat and prop the other tip up to 2 3/4" install landing gear unit and glue the wing up into the body, add the lower stringers on the body.



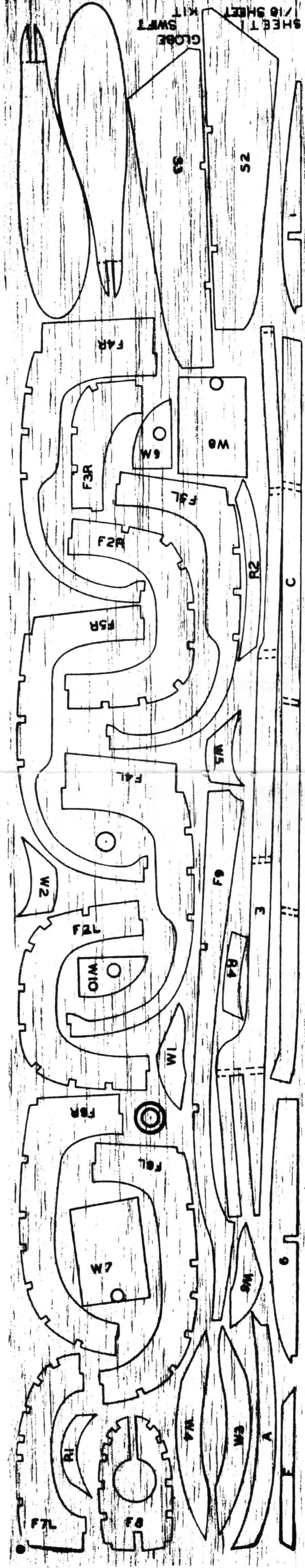
CUT THIS TEMPLATE FROM CARD. USE IT TO TILT RIBS R1 AS SHOWN. THIS GIVES DIHEDRAL TO WING TIPS.

GLOBE SWIM

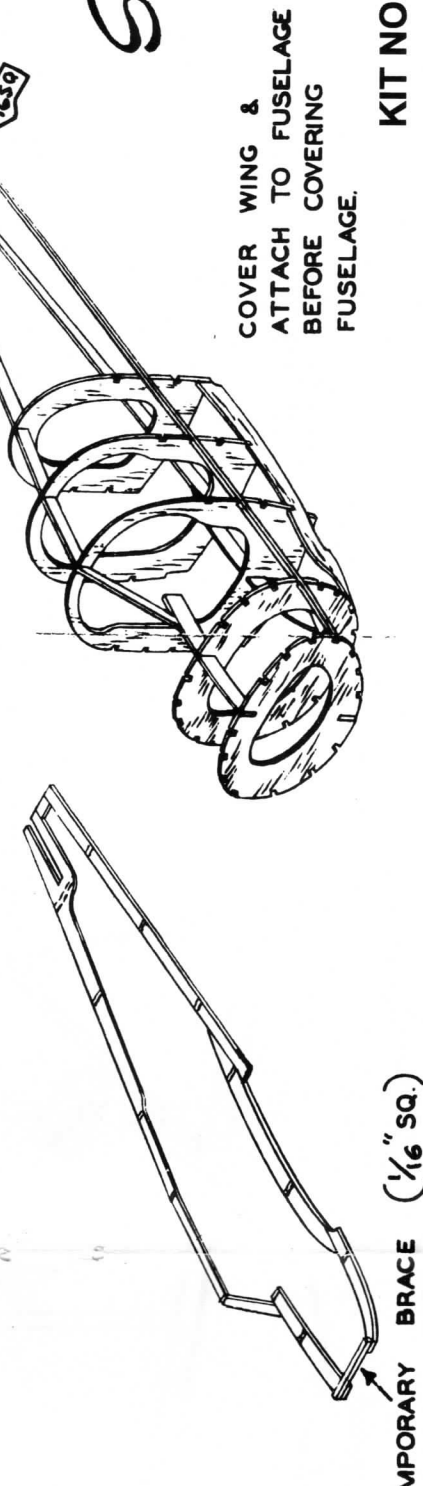
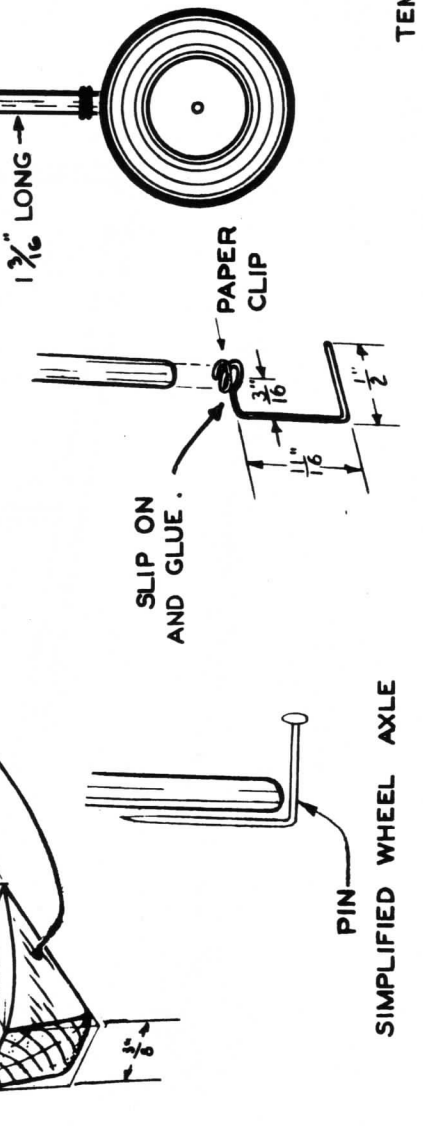
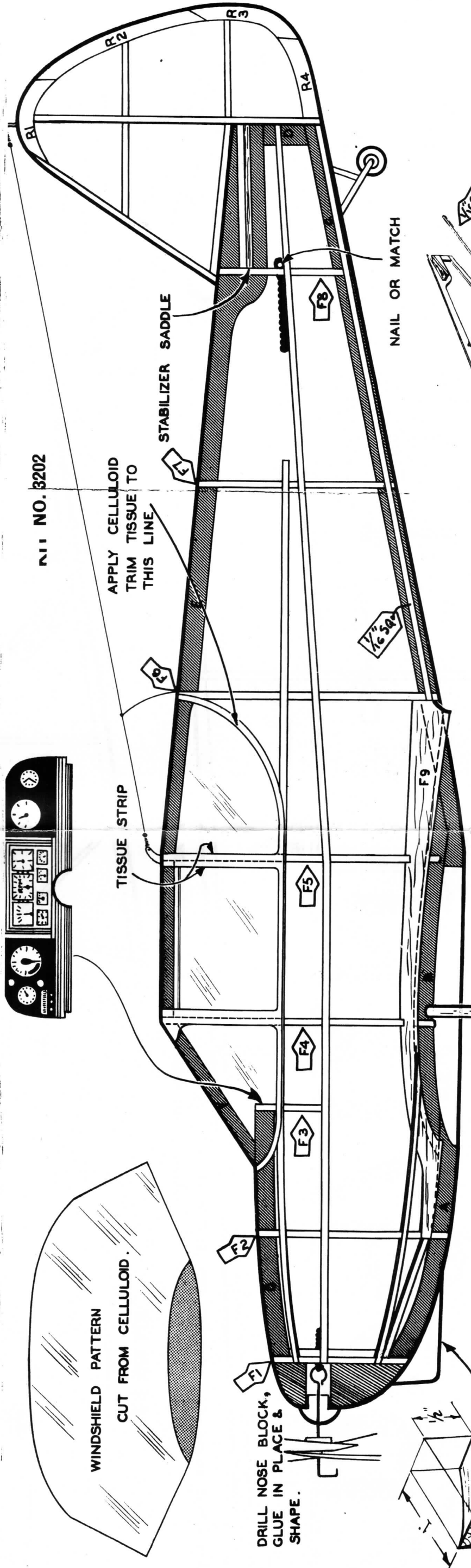
DESIGNED & DRAWN by Albert E. Hatfull

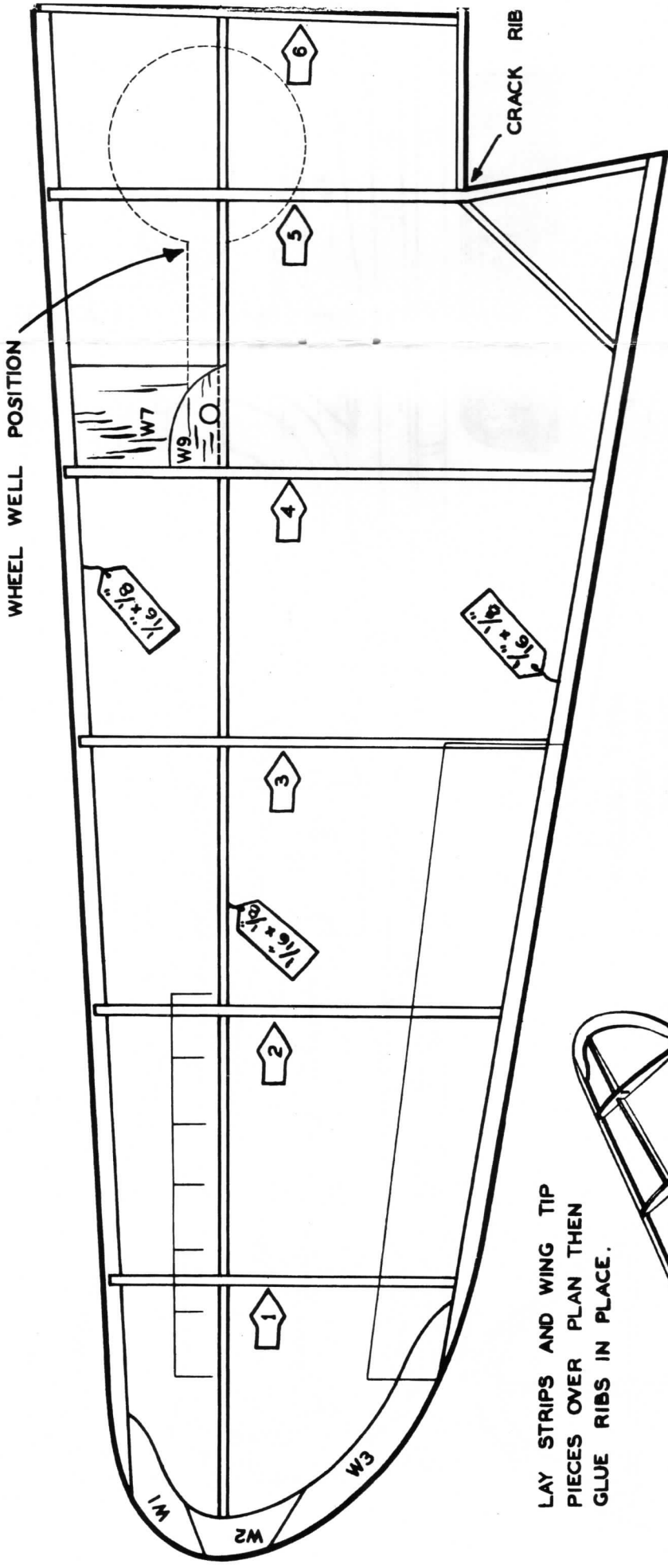


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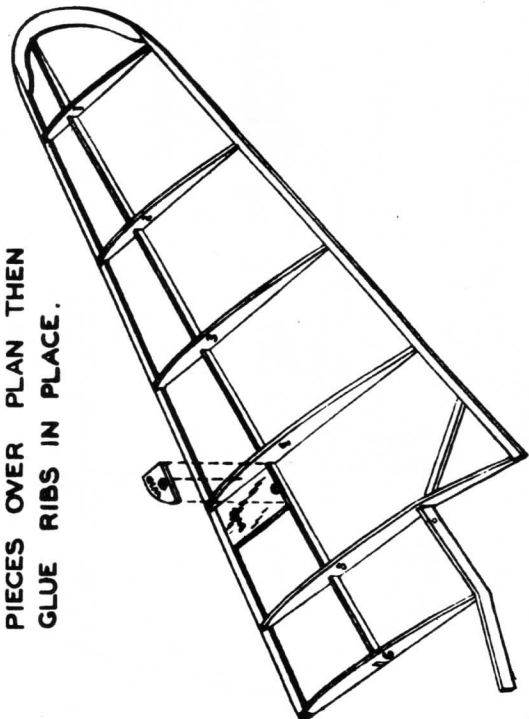


KIT NO. 3202

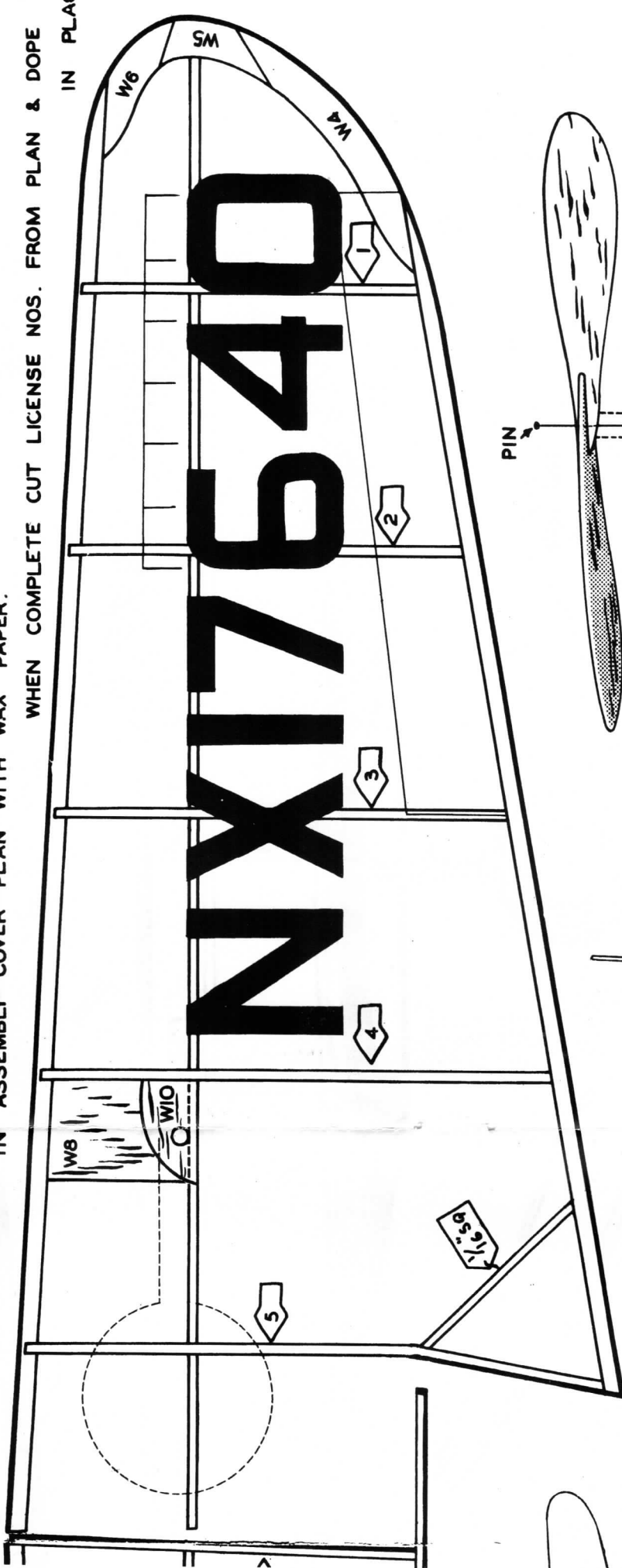




LAY STRIPS AND WING TIP
PIECES OVER PLAN THEN
GLUE RIBS IN PLACE.



IN ASSEMBLY COVER PLAN WITH WAX PAPER.



KIT NO. 3202

IN COMPLETE CUT LICENSE NOS. FROM PLAN & DOPE
IN PLACI

