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# Swift Museum Foundation, Inc.



Volume XLVIII Issue #5

April 2016

## 2016 EVENT SCHEDULE

**Fund Raising Raffle  
Tickets Now Available!**

**Swift National 2016  
Athens, TN (MMI)  
June 8—12**

**Swift World  
Domination II:  
A World Takeover  
June 12**

**AirVenture 2016  
Oshkosh, WI  
July 25—31**

**Clarion Co. PA Airshow  
August 12—13  
(Swifts wanted)**

**Triple Tree  
South Carolina  
Sept 7—11**

**West Coast @ Westover  
Jackson, CA  
Sept 23—25**

**Reno Air Races  
Sept. 14-18**

**Memory Landing  
Brookhaven, MS  
Sept 28th**

**Red River Swift Wing  
Pecan Plantation, TX  
Sept 29 — Oct 2**

### President's Remarks by Jim "Frog" Jones

Time is racing by. Only 2 months until Swift National. Several folks have been working hard on the Swift Raffle but we need a full court press on getting those 999 tickets sold. A Raffle is no good unless we sell the tickets so please call Pam and get some tickets issued to you and/or buy the ones you had been planning on getting for yourself or your family. **Also...please tell your friends about this raffle....they don't have to be in aviation to take part in a really good deal! The prizes are terrific and even though you may not want to purchase a new engine...\$20,000 is a nice take away especially since the odds are excellent! The 2<sup>nd</sup> and 3<sup>rd</sup> prizes of a Garmin 796 or Stratus 2S is very special as well.** This is in the "really good deal category"....so please get your tickets ASAP...you may be glad you did! Please call or email Pam at HQ as soon as you can. Many thanks for all you do for Swift.!

As has been reported for the last few months the Swift museum facility is looking really good. A lot more will go into it before June but I am positive that you will be pleased. It is really nice and something you will be very proud of...and if you are in the Athens area just swing by and bring your family or friends. A nice afternoon's activity.

As mentioned before we have Swift members Chuck Mosely and Ray Brown on tap to hang Swift #3. What we need NOW are a few volunteers to help Scott Anderson get #3 fully prepared to hang. Scott cannot do it by himself so please give us a hand. Other volunteers are getting all parts of the museum ready and this is one of the last major tasks....**we can do it... If you help... please call Scott at 423-506-3834 or email him at dsanderson08@aol.com**

### Board Chairman Remarks by Will Roberson

As Frog said above....Job #1 right now is to get the raffle tickets sold as quickly as we can. This is a major fund raiser and we must "get 'er done"! Please don't hang back....check out some tickets from Pam and sell them. I have found that approaching non aviation people is not a very hard sell. A tax exempt donation and a 3 in 999 chance of winning one of the prizes make it very attractive. If the person is totally not interested in the 2<sup>nd</sup> or 3<sup>rd</sup> prize we can possibly arrange a cash award for those and then sell the item to our membership at a good price. Think about it...this is a great opportunity.

I had a wave of nostalgia sweep over me in reading the articles later in the newsletter on the history of Swift and especially the part about the employees. I look forward eagerly to perusing those Globe Beams for a full understanding of how Globe operated and motivated their employees. It is special to me as my Grandfather was one of those employees. As I understand it the Globe Beams are chock full of items on what Globe was doing to support the war effort. Very impressive indeed. I realize these are very fragile but with care we can examine them for a full appreciation of what it was really like in a defense plant in the 1940's. We will have these at the museum as part of our heritage and thanks once again for the donation by Scotty Freebairn.

For everyone out there with a Swift I would like to invite you to participate in the planned mass flight of Swifts on June 12. **"World Domination II: A Swift Takeover"**

**SMF Committees****Executive**

Will Roberson  
Pickens Freeman  
Sam Swift  
Dave Carpenter  
Pamela Nunley

**Nominating**

Will Roberson  
William Kientz  
Pamela Nunley

**Audit**

Will Roberson  
Pickens Freeman  
Sam Swift

**Finance**

Sam Swift  
Will Roberson  
Ernie Hansen  
Pamela Nunley

**Fund Raising**

Jim "Frog" Jones  
Gerry Hampton  
Ernie Hansen

**Newsletter**

Steve Whittenberger  
Pamela Nunley

**Nat'l Convention/Fly-in**

Paul Mercandetti  
Sandy Mercandetti  
Pamela Nunley

**Parts**

Dave Carpenter  
Asa "Bud" Brown  
Ernie Hansen  
Bo Mabry

**Formation**

Michael Kennedy  
Sandy Mercandetti

**Building**

Pick Freeman  
Scott Anderson  
Pamela Nunley  
Roger Weber  
Paul Barnett

**IT/Web**

Tracy Rhodes  
Rocky Rutter

**Aging Aircraft**

Steve Wilson  
Ken Coughlin

is designed to get as many Swifts anywhere in the world airborne in a 24 hour period. The results from 2012 were most encouraging and very interesting. Our goal is to get 150 Swifts airborne which would top the 2012 effort of 101 Swifts. **Please contact Perry Sisson at 239-340-0547.**

I hope to see all of you at Swift National June 8 -12. This year will be very special as we realize dreams and goals that were many years in the planning and execution. Our own first class facility and museum. Please come and join us....you will be pleased you did! Will

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### **Executive Director Remarks by Pam Nunley**

Registration for Swift National is coming along nicely but we still need you to get registered if you have not done so. It really helps us out with our planning and by the size of the response this is not a Swift National to be missed. Please register ASAP!

#### **NOTE: Phone Number Correction : Host hotel Comfort Inn 423-252-8030**

Raffle ticket sales are also moving along but we need to keep pressing and need help selling our 999 tickets. The more we sell the more we help our various funds. This is important and we are asking for your full support. So far we have found that non aviators are responding since they get a great chance at a \$20,000 cash prize in lieu of an engine for only a \$100 tax exempt donation....and... the odds are great for a shot at any of the three nice prizes.

We have all of the original Globe Factory bricks cleaned and placed in the beautiful display cabinet and it looks wonderful. We are in the process of having the plates made for insert application. So, if you haven't yet bought your brick...please do so. We would love to see your name, the name of a loved one, Swift N#, etc. in this very special, one of a kind display to be enjoyed by future generations.

We greatly appreciate all that you are doing for Swift in the many ways you give of your time and resources as the excitement builds for our June 8-12 gathering. See you in then!

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### **Getting on Facebook**

By Steven Roth, Swift N3729K

Any article about Facebook is sure to bring up a discussion about its pros and cons. If used wisely it can be a great tool to keep abreast of the world of Swift or your grandkids. Think of Facebook as a replacement for group emails. On your Facebook home page, you'll see a news feed of anything posted by your Facebook *Friends, Groups* and *Pages* that you've joined or liked. Before I tell you how to join Facebook, I want to tell you about two Facebook pages dedicated to the Swift aircraft.: The *Globe & Temco Swift* group that I established a few years ago and a new page, *Swift Museum Foundation, Inc.*

The *Globe & Temco Swift* page is a closed group with about 475 members (not all Swift Museum members). Before anyone can join they must be approved by the Administrator (yours truly). I perform a quick Facebook background-check in order to weed out spammers and scammers. I monitor the page daily. This is a forum for members to post photos and updates about flying activities and events as well as discuss technical issues, post documents, and generally stay in touch. You are welcome even if you simply want to monitor the page.

The new ***Swift Museum Foundation, Inc.*** page was initiated to further the cause of the Swift and the Foundation. This page is different from the other group in that it is open and visible to anyone on Facebook. Only the Museum staff can post things but anyone can comment on those posts. It's a great way to put out official information on events, fund raisers, etc. to Swifters and the public. The Swift Museum staff and officers will have control of this page. I will serve as its administrator and monitor it. I hope to encourage those not on Facebook to give it a try; these are my thoughts on doing it securely. I'll touch on the settings I think are most important.

1. **Create an account:** To sign up at <https://www.facebook.com> you need to enter your name, an email address, a birthday and a secure password. I recommend using a fake birth date to limit the information Facebook has.
2. **Set up your account:** Once you log in, Facebook will help you set up your account. Their primary goal is to help you connect with others, not to protect your privacy. Only provide information you're comfortable with. Mine is a blank slate while Lynn posted her hometown to help friend identify her. **CAUTION:** Facebook will ask for your *email* password to help you connect with friends using your email contacts. **This is NOT required and I recommend you skip this step.**
3. **Settings.** Click on the small **padlock** on the upper right corner of the blue bar. (On cell phones and tablets, look for three **horizontal bars** on the menu line.) Click on *See More Settings* at the bottom of the drop down menu. Here's what I recommend:

#### Privacy:

- Who can see your stuff? The default is Friends. That's a good, secure setting.
- Who can contact me? The default is Everyone. The only other options is Friends of Friends. I use the latter which means the only Friend requests I'll receive are from people who are already Friends of my current Facebook Friends. I may miss some people, but I'm using my Friends to provide a security buffer. My wife Lynn, however, has hers set to Everyone. Both are ok.
- Do you want search engines outside of Facebook to link to your profile? **Change this to no, so you don't appear on Google searches.**

#### Timeline and Tagging: (Click it - it's to the left, just below Privacy).

- Who can see posts you've been tagged in on your timeline? **Change to: Friends**
- Who sees tag suggestions when photos that look like you are uploaded? **No One**

**Notifications:** Be sure and look at these settings. If you don't change them, you will get frequent, unwanted e-mail notifications about things you don't care about.

4. **Profile:** it's time to hide your fake birth date that's in your profile; this is the last step.
  - Click *Home* at the top and then *Profile* at the upper left.
  - Click on *Contact and Basic Info*. Scroll down and hover over *Birth Date* and then click *Edit* to the right.
  - Click the icon on the right (the one with all the people indicates that it is set to Friends of Friends.) **Change it to: Only Me.**

Once you're on Facebook, check out the two pages I mentioned above. On the *Globe & Temco Swift* page, your name will appear on the member list but only to other members. If you participate, you can ask technical questions out to the Swift community. But, since on-line information is forever, keep the questions and comments limited to FAA legal and approved.

On the *Swift Museum* page, there is no member list so only the Administrator will know you are there. If you *Like* the page, new posts should appear on your Home page.

For anyone still intimidated by the Facebook Privacy and Security settings or even getting on Facebook initially, I can help. If you contact me (I'm in the membership book) and send me your intended log-on name, fake birthday and e-mail address (not your e-mail password), I will sign you up, create a temporary password, and establish the security settings. Then I'll then turn the account over to you to change the password. You can also review the security settings and change them if necessary. **One important thing** – when I set up your account, Facebook will send you an e-mail to verify that you approve an account being set up. You would need to "confirm" that e-mail (per the instructions) for the account to be activated.

Please don't hesitate to call me if you have any questions. Thank you... Steve Roth

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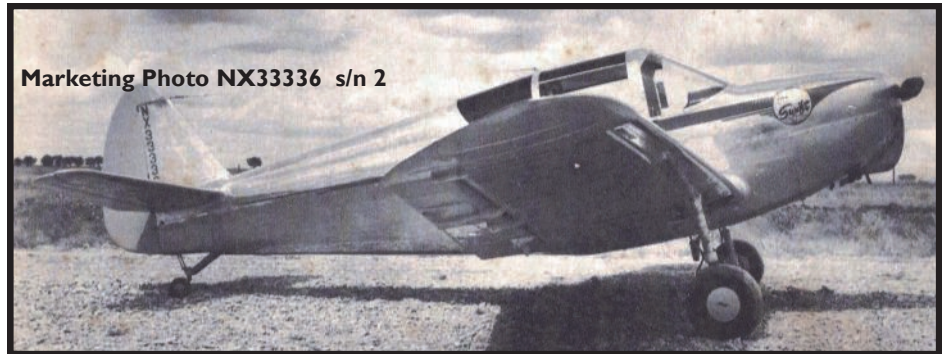
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### Founded by

**Charles E. "Charlie" Nelson**  
1968

## Globe Aircraft in WW II by SJW

As war became imminent from 1939 to 1941 many plants and factories started gearing up in response to the requests and challenges of the Office of Production Management (OPM) which became the “boss” of industry. Mr. Kennedy could also see the coming surge in war materials production and registered with OPM as a contributor to the war effort. It was clear, that the newly developed Swift (GC-1) would have to be put on the shelf for the duration of the war but first they wanted to get it certified in order to be ready for production when the war was over since they already had over \$1 million in orders from over 40 dealers. So s/n #2 was licensed in March 1942 and the Type Certificate was awarded in May 1942 by CAA. This was not to be the Swift that would ultimately go into production as several Bud Knox modifications would be added before full production which came in 1945.



The precursor of war production was the 1939 Neutrality Act which allowed US manufacturers to begin building war materials for allies around the world. This also served to get American industry to modernize, build plants and factories and also service the increases in defense spending. America as late as 1938 was still in the doldrums of the Great Depression with high unemployment around 20%. Thus the Neutrality Act was part of the stimulus America needed to break free of several years of a severely depressed economy. Under the Neutrality Act, America was allowed to produce war materials for those allies that could meet two requirements: 1) they must pay in cash 2) they must provide their own transportation for the goods. With the influx of cash the War Department also funded the Army Air Corps to acquire 3200 aircraft (at the time they only had 1700) and designs by Douglas, Boeing, Lockheed, North American, Consolidated, and Beech soon became reality. Interestingly, the North American design for the P-51 was re-structured to meet the requirements of the UK and our European allies and as the P-51 was developed American requirements were then incorporated when we got into the war.

Amazingly, by the end of 1945, American industry had produced 295,000 – 310,000 aircraft. Just aircraft. This did not include all other munitions, tanks, trucks, ships, aircraft carriers, support equipment etc. Donald Douglas stated at the time: “This is proof that free men can out produce slaves”...which was evidenced by the fact that Americans out produced the Germans by 2:1 and the Japanese by 4:1. William Knudsen, Chairman of OPM stated: “We won because we smothered the enemy in an avalanche of production, the like of which he had never seen nor dreamed possible. This war was won as much by machine shops as machine guns.”

Globe aircraft went from 75 employees in 1941 at Bennett Aircraft to nearly 2500 as it expanded, built plants and started producing aircraft and sub assemblies for other manufacturers. In 1942, Globe was approved in less than two months for war production and construction on Plant #2...the main assembly plant... was begun immediately. Plant #2 was to be approximately 75,000 sf... more than doubling the existing 30,000 sf. As was the norm, the Defense

Plant Corporation paid for the plant and retained ownership...but Globe was allowed to use the plant ...free...for the duration of the war. Also, Globe’s Norm Nicholson went to Wright Patterson Field in Dayton and secured a contract for \$22 M to build 600 AT-10s for Beech aircraft plus some sub assemblies. The AT-10 was just one of the training aircraft built which eventually numbered over 58,000.

Mr. Kennedy turned the first shovel of dirt for Plant #2 with much fanfare from the local community. (Swift now has that shovel. It will be displayed in the Museum and was used in our own ground-breaking for the new facility at Athens.) Along with Plant #2, Globe also leased over 200,000 sf of buildings from the Southwestern Exposition Fat Stock Corporation about 3 miles away. This became



Plant #2 AT-10 Assembly Line (1943)

known as Plant 5 and 6 and was used mainly for wood-working and raw material storage. So at this point Globe had about 400,000 sf of factory space and at the end of 1942 Globe was up and running with 2 and 3 shifts of workers building the AT-10 Advanced Trainer and other assemblies. All Globe At-10s were equipped with the 300hp Lycoming R-680 engines while some of the other AT-10s built had different engines.



After the Normandy landings and subsequent advances across Europe and in the Pacific it became apparent that the war would most likely be over in a year or so and some of the defense contracts started to close out. Globe pushed on and secured contracts for sub-assemblies for the C-46, C-82,

P-38 and others and in early 1945 even had a contract to start converting C-47s for airline use.

With the world changing rapidly in the allies favor, Mr. Kennedy had many key personnel start work on the post war project...the Swift (GC-1A) (Picture B-6-7 in file). Bud Knox had a lot of ideas along with other Globe employees on how to improve it and be ready for the expected massive civilian production they felt was just around the corner. (Next month...how all that happened.)

### Globe Aircraft Employees by SJW

Mr. Kennedy and other Globe executives were very proud of the fact that Globe did most of the training for all its employees and stressed that they hired the finest workmen possible.

This obviously paid off as they met all their production goals with hard working and energized employees. They challenged them daily to do the job right the first time and it paid off as they had very low "re-do" rates. So who were these employees? First they had to subscribe to the work ethic promoted by Globe, were encouraged in all aspects of their work and pledged their support to some common goals in Mr. Kennedy's Victory Program:

*"I reaffirm my Faith in America and dedicate myself to the regular, punctual and dependable performance of my full share of the work required to make my country 'The arsenal of democracy', the liberator of oppressed people throughout the world and the defender of freedom."*

*"America must win this war. Therefore, I will work, I will save, I will sacrifice, I will endure. I will fight (work) cheerfully and do my utmost, as if, the issue of the whole struggle depended on me alone!"*

President Roosevelt added his inspiration: *"One extra plane, one extra tank, or extra gun or extra ship completed tomorrow may, in a few months, turn the tide on some distant battlefield; it may make the difference between life and death for some of our fighting men."*

Some of the activities of Globe employees highlights the spirit that prevailed in the war industries and especially at Globe Aircraft.



The employees got behind the “War Bond Drive” and over 90% signed up to pledge 10% of their salaries to buy war bonds.

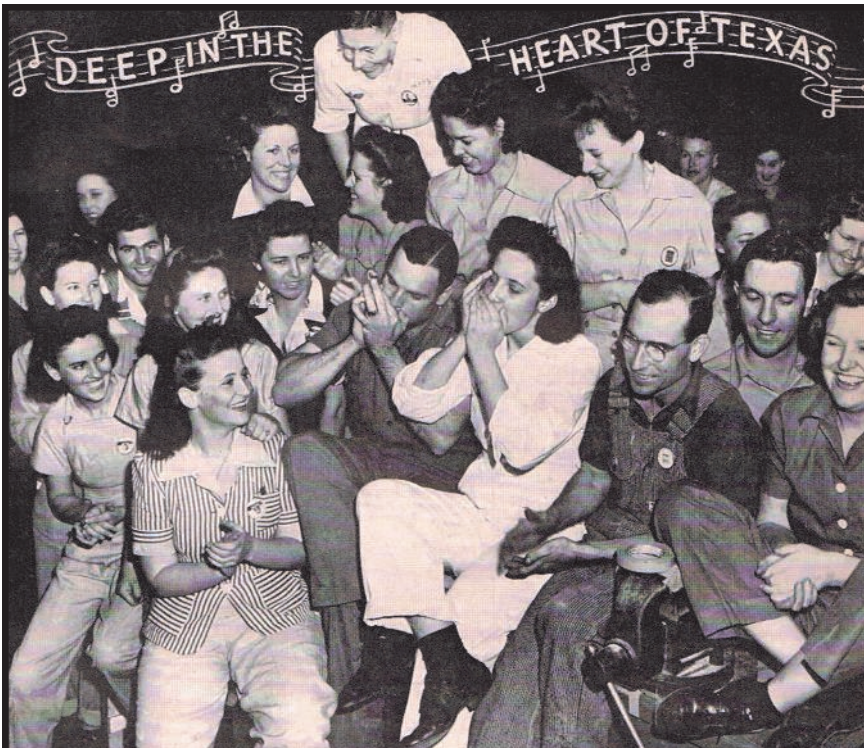
For some of the women that worked at Globe they had military style uniforms to show solidarity with those in the military.

They formed clubs: The flying club run by Chief Test Pilot Ted Yarbrough bought their own aircraft and many learned to fly.

They formed car pools to save on gas and tires and Plant #3 had weekly dances for employees. They were urged to “get up 10 minutes earlier, drive slower, save gas and tires, and still get to work on time.”

They had an honor roll for employees that left Globe to enter military service.

Globe had several bowling, basketball, boxing and softball teams and other sports activities that covered many interests...all with the intent to reward employees for a job well done and to create and maintain camaraderie.



**MIDWAY MELODY**—Music hath charms to send these workers back to Sheet Metal and other departments with a new zest for production. This harmonica huddle is almost a daily feature of the lunch and relaxation period at Globe's Midway. The harpists are John Freeman and Ada Belle Polk. Giving palm-pounding support in the front row, left to right, are Georgia Thompson, Doris Roebuck, C. M. Piercy and Hazel Absher. Others in the group are Virginia White, Margie McCall, Raymond Pressley, Dorothy Bramlett, Dell Pressley, Vivian Owens, Hazel Dodson, Carl Patterson, Jerry Brooks, Roberta Giesecke, Annie Elkins, Zella Stone, Bonnie Fuller, Johnnie Goodie, Melba Patterson, Bertha Houston and Joyce Blair.

Women were hired in almost every capacity, from wood working, press operators, lathe operators, engineering support, production supervisors, receiving, accounting, welders and many more.

Globe was also one of the first companies to establish a plant run solely by “negroes” (terminology in 1942). They were trained for several weeks and proved to be excellent employees and were especially good at constructing wiring and electrical components. They were eager to prove themselves and did not disappoint Mr. Kennedy and the other executives who also insured they were paid the same wage scale as other employees. They worked mainly at the Kay plant and provided their own supervision and produced excellent results. Times were changing and the aircraft industry could not overlook a valuable resource in order to get the job done. ( It would be many years before full integration in America... but it is interesting to note that Globe had little hesitation to use these talents and skills in 1942-45.)

And perhaps the most unique use of talent from any background, Globe officials established a partnership with the “Lighthouse for the Blind” to hire blind workers to sort and classify materials...mainly nuts, bolts, rivets etc. They were given piles of potential scrap from the floors and work tables plus some sizing jigs and thus began the tedious task of getting the materials back into useable bins to cut down on waste and cost. The workers, both men and women proved they could do the job and were paid according to the poundage of materials they reclaimed. Some went on to other tasks in the plant and showed that with a little training and dedication they could help the war effort.

Did you know that the civilian Police force for war plants was trained and commanded by the Army? One issue of the Globe Beam had several pages of the guards pictures. They looked tough, professional and not to be trifled with. For Globe Aircraft employees there was a constant barrage of encouragement to do better, do more, and achieve excellence to support the war effort. They were totally immersed in their jobs and their support for the US military. These then were the same motivated people that built our Swifts. Globe employees were just as tough, rugged and caring as the aircraft you fly today. Therefore it is not surprising the Swift has endured as long as it has. We all owe a vote of thanks to these dedicated people who gave us the gift of flying in a rugged, dependable aircraft that is a delight to fly.... There is nothing like a Swift inflight!

## The Odyssey of Swift C-GSWT

The beautiful Swift you see here was brought back to life by John Foster and John Barnes and has enjoyed a long and storied career. This Swift was S/N 183 and started as a GC-1A built in 1946 with I/D of NC80780. In 1959 it was converted to a GC-1B and the registration was changed to N219C. A bit later Denny Moore acquired this Swift and after a refurbishing it was featured as a cover story for *Custom Planes* in 2002.

N219C then passed on to Charles Clements who began total restoration but due to personal reasons decided to sell the still incomplete aircraft. John Foster and John Barnes worked 4 – 5 hours a day, 4 days a week for 3 years to complete the restoration. When they started the Swift was completely apart and the center section alone was in over 60 pieces. Painstakingly this Swift was brought back to life. They installed new installation, completely rebuilt the instrument panel, replaced most of the wiring, overhauled the instruments or replaced them, added all new glass, new interior and overhauled the landing gear and struts. This required 43 logbook entries to insure the documentation was fully complete because the new owner...Claude Saint-Martin was taking the Swift to Canada. The



bookkeeping was so good that not one discrepancy was found when inspected both here and in Canada.

Claude Saint-Martin is the new owner and relates that he found the Swift in a "Barnstormers" email and though nearly complete it still required paint...which was exactly what he wanted. Since Claude was an ex Canadian Air Force fighter pilot he wanted something sporty with nice lines that had a little WW II fighter in it. The Swift fit his requirements perfectly. He describes the paint

job thusly: "It was designed to have a sporty look that would enhance the pretty Swift silhouette. The combination of Firethorn Red with Matterhorn White was complemented with stripes of Starlight Silver to insure the sporty look. Also the striped tail gave it a touch of military look while the design of the Red nose tapered off towards the tail promoted a fast dart like effect. Finally the split white on the fuselage was inspired by the fashion concept that lines make you look thinner. The Swift is not a long aircraft and it benefits from that illusion. Needless to say, this paint scheme attracts many positive comments." C-GSWT was painted by Hawk Aviation. (Ed: Whew, I never knew so much went into a paint scheme....but the effect is stunning!!!)

This lucky Swift will certainly have a good home in Canada as Claude has built a heated hangar for it at the

Cornwall Regional Airport in Ontario, Canada. It doesn't get much better than this. Although Claude had CAF experience flying in the CF – 101 Voodoo and 25 years flying for Air Canada in Boeing 767s he did not have any tailwheel time and Swift instructor Ben Wilson got him safely indoctrinated with the vagaries of flying a Swift. Ben also agreed to ferry the bird to Canada for which Claude was very grateful. As with most new Swift pilots, Claude stated that the experience of learning to fly the Swift was very humbling but it also taught him total respect for the Swift. Obviously, the Swift world is enhanced by the addition of Claude and Swift C-GSWT as we have one more excellent Swift to be added to our inventory. **Well done to John Foster, John Barnes, Ben Wilson, Claude Saint-Martin and of course Swift HQ and others who naturally provided help and encouragement along the way.**



**Epilogue:** Shortly after writing this article we were saddened by the news that John Foster had passed. John was a long time member and will be sorely missed in the Swift community. Our hearts and prayers go out to Anne and the entire Foster family. John: Blue skies and tailwinds for you as you go west good friend... not alone but in the company of other Swifters.



**C-GSWT formerly N219C owned by Claude Saint-Martin of Canada.**  
*See story Page 7*