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2021 Event Schedule

Sun-n-Fun
April 13 — 18
Lakeland, FL

EAA AirVenture
July 26 — August 1
Oshkosh, WI

Red River Swift Wing
TBD
Pecan Plantation, TX

West Coast Swift Nat'l.
TBD
Jackson, CA

Swift Museum Foundation, Inc.



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Executive Director Report by Scott Anderson

With the fly-in season on the horizon, many of you have been preparing your Swifts for what we hope will be a much more enjoyable 2021.

Sue and I (mostly Sue) have been busy filling your orders for both the new parts and used salvage parts needed to keep your aircraft safe and airworthy.

Currently we have a brand-new set of Cleveland brakes in stock that we are offering a great deal on. We also have other items such as stick grips, Cessna seat stops, and some King avionics removed for upgrades. Everything is new or in excellent condition and priced to sell. Check with us for your needs before paying retail for something we may have here. We receive donated items on a regular basis. This is a great help to your Swift Parts Department in keeping our regular parts inventory on the shelves.

At our Board of Director's meeting on February 26th. Major topics discussed were Swift parts and the upcoming Fly- In season.

We're still working on having new Adel gear struts produced by McFarlane Aviation. The process of manufacturing and materials have changed but, in the end, we will have a better strut that is PMA approved for replacements on your Swift.

Working through the delays Covid has caused as well as dealing with the FAA (due to the manufacturing changes) is time consuming but it will be worth the wait. We have a list of other items that we want to have produced as soon as these parts are finished.

Fly-in Chairman Paul Mercandetti has a report in this newsletter about our 2021 Convention and Sun-n-Fun coming up soon.

If you are planning an event, please let us know at Headquarters so that we can get it in the newsletter.

One last thing, please keep those stories and tech items coming for your newsletter. We really appreciate your input!

SMF Committees**Executive**

Paul Barnett
Paul Mercandetti
Sam Swift
Scott Anderson

Nominating

Paul Barnett
Pick Freeman
Scott Anderson

Audit

Paul Barnett
Paul Mercandetti
Sam Swift

Finance

Sam Swift
Paul Barnett
Scott Anderson

Fund Raising

Jim "Frog" Jones

Newsletter

Pamela Nunley

Nat'l Convention/Fly-in

Paul Mercandetti
Sandy Mercandetti
Scott Anderson

Parts

Steve Wilson
Ken Coughlin
Steve Roth

Formation

Paul Mercandetti
Jim Roberts

Building

Roger Weber
Scott Anderson
Paul Barnett

IT/Web

Tracy Rhodes
Jim Jones

Aging Aircraft

Steve Wilson
Ken Coughlin
Dave Carpenter

"The Globe Beam Magazine"**Chronicles of the Globe Aircraft Corporation in the War Years**

by Jim Roberts

Part 2 – AT-10 Production Begins 2-12-21

This month we'll look at Globe Aircraft's entry into defense production during WWII, starting with their sub-contract to build the twin-engine AT-10 trainer. The AT-10 was a Beechcraft design, and a brief history from Wikipedia is below:

Beechcraft began designing the Model 25 early in 1940 in response to the requirement of the then-named United States Army Air Corps (USAAC) for a small twin-engine aircraft suitable for use in training student pilots in the handling of multi-engine retractable landing gear aircraft. As there were concerns at the time about a future possible shortage of aluminum, part of the requirement was that the aircraft be built of "non-strategic" materials. Beechcraft met this requirement by designing the aircraft to be built primarily from wood.

By the end of 1942, 748 had been delivered and were playing a part in training crews for the vast fleets of bomber and transport aircraft that were pouring off factory production lines all over the United States. Beechcraft production terminated in 1943 after it had delivered 1,771 AT-10s. Globe Aircraft built another 600 before production finally ceased the following year.

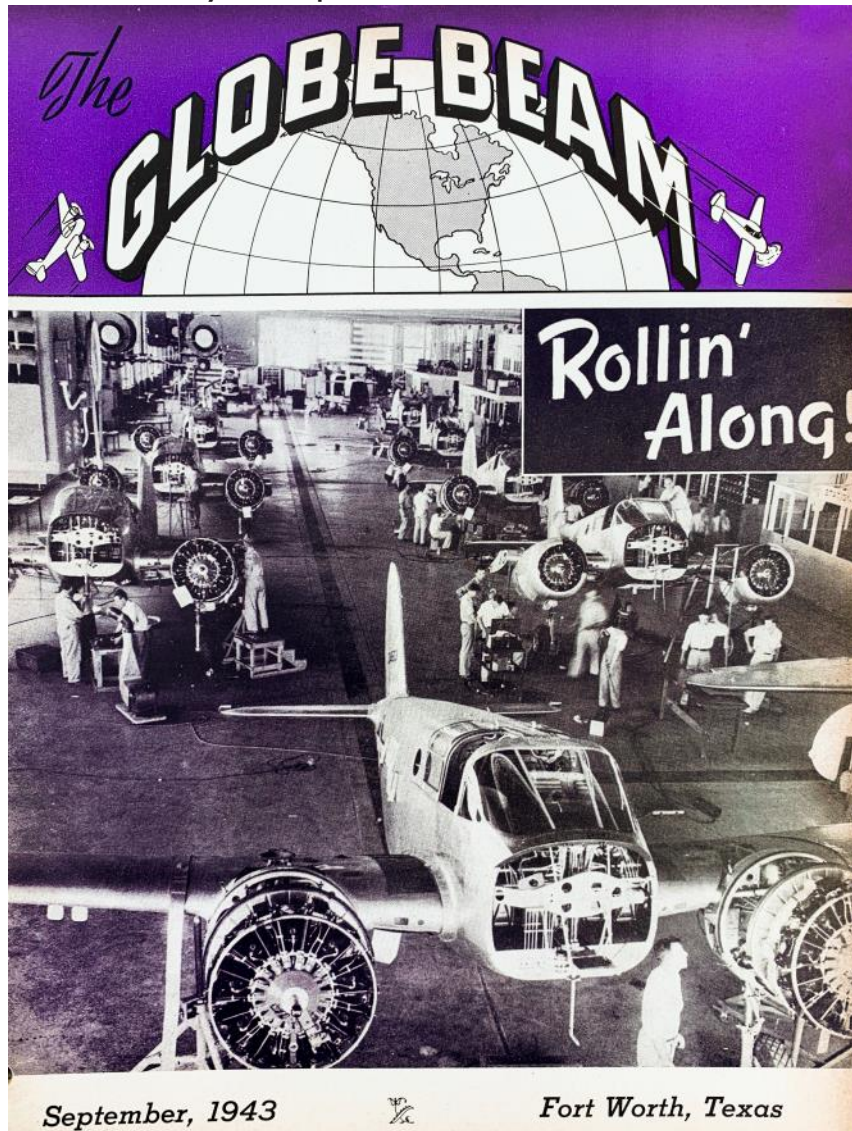
Here's a vintage WWII postcard featuring the AT-10 at the Army air Forces Training Command pilot school at George Field, IL (now the Lawrenceville Vincennes Airport in SE Illinois).



To set the scene, prior to WWII, Globe was working to certify the Swift GC-1A. A recollection from Cotton Conder, who was a Globe employee hired in 1945 as a field service representative, A&P mechanic, and pilot, paints a picture of the early days of Globe aircraft: *“In 1920 the Globe Plant was a manufacturing plant for horse drawn wagons. Mr. John Clay Kennedy bought the plant that year and the next year converted it to a chemical plant called Globe Laboratories lasting until about 1940. He then converted it again into an airplane manufacturing plant known as Bennett Aircraft Company. He built the Bennett Twin Engine planes but could not sell them. Mr. Kennedy changed the name to Globe Aircraft Company.”* (Taken from “Monty the Answer Man” archives on the Swift website.)

According to Stanley Thomas, in his book, “The Globe/Temco Swift Story,” this original plant was north of present-day Meacham Field and Forth Worth in Saginaw, TX. In February 1942 Globe received a \$22 million Army Air Corps contract to build 600 AT-10 aircraft. With additional space needed to meet the production schedule, Globe acquired government financing to construct a second plant, and ground breaking took place in April 1942. It was here, at Plant Number 2, where final AT-10 assembly took place.

At right is a photo of the September 1943 “Globe Beam” cover, featuring the AT-10 assembly line, with the caption, “Rollin’ Along!”



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Founded by

Charles E. “Charlie” Nelson
1968



PRESIDENT KENNEDY

"... they stake their all on your workmanship."

The February 1943 edition of "The Globe Beam" featured a story on the first anniversary of war production. On February 9, 1943, Globe aircraft president, John Kennedy, addressed company workers, marking the organization's third anniversary as an aircraft producer, and first anniversary as a war plant. He summed up the company's contributions and recognized its role in the "Arsenal of Democracy."

And he reminded employees of the critical nature of aircraft production, stating that, "Someday, somewhere, an American flying crew will gamble their lives on the way we build that airplane. They stake their all on your workmanship and on the perfect functioning of every one of its thousands of parts."

← **"Globe Beam" photo of John Kennedy addressing Globe employees on February 9, 1943.**

Finally, we will end this installment with a poem written by Mrs. Pearl A. Greer, a control clerk at Globe Aircraft. Mrs. Greer wrote numerous poems which were frequently published in "The Globe Beam." Most had a patriotic theme, reflecting the spirit of the times.

Tribute to a
TRAINER

GLOBE AIRCRAFT'S
AT-10

Little ship, we're building,
Win a glory all your own.
By the way you'll hold together,
Strong and steady, when you're flown.

For the gallant lads who'll fly you
Out across the wind-swept sky,
They are all our sons of Victory,
Going out to do or die!

Train them well in wind and weather;
Hold their courses strong and true.
Bring them back, and land them safely,
For you have a mighty crew.

There's a prayer behind each effort
We have made to build you well,
And we know that God will help you
Bring them safely through this hell!

True, you're not a mighty bomber,
Dealing misery to our foe,
But your honor is the greater,
For you're training boys to go.

Into far-flung regions yonder,
To the thickest of the fray,
Where the courage you have given,
Will be helping them to stay.

Til the world is freed of tyrants
With their ugly ways of life,
And all nations shout with gladness
At the ending of the strife!

So little ship, be faithful;
Strong and steady, guard them well,
And your varied tales of glory,
They'll live many years to tell.

—Pearl A. Greer.

Swift National Fly-in and Convention by Paul Mercandetti

Like that pillow guy says. Are you feeling GOOD yet? I am. Most of us are in that age bracket (unfortunately) where we should have gotten at least our first shot by now. I've had my 2 vaccines with zero side effects and am charging full speed ahead in planning for **Swift National, September 29th - October 3rd**. I hope you are also making plans to be there as I haven't seen you in a while and am looking forward to seeing you again, don't ask me why but I miss your ugly mugs.

This year we will be celebrating the 75th year of the Swift. Please let us know if you have any ideas that will help us make it a little more special this year. I think having a great turnout will be really special for everyone. To make reservations at **Comfort Inn in Athens please call 423-252-8030** the rate is \$85.00 per night plus tax.

Sun-N-Fun is April 13th - 18th and we are planning to have a presence in the Type Club Tent. If you are going let me know if you are willing to help man the tent. I have a limited number of arm bands available for those people willing to put in a little time in the tent. If you take an arm band we do ask that you make a donation thru the Swift Museum Foundation to Sun-n-Fun. Make your check payable to Swift and note that it is for Sun-n-Fun. We will make one total donation to Sun-n-Fun. It will be more beneficial (as in more arm bands and parking passes) if one larger donation from the Foundation is made. Every aviation event operates on a very tight budget and this year especially, they are all hurting. If we like going to these events we need to support them as best we can. Oshkosh is in the plans for July. We will be manning the Type Club tent there as well. However, they are not as generous with tickets as Sun-n-Fun.

We want to support any local Swift event that we hear about. We will keep you updated.

Update on the Trio Avionics Pro Pilot Certification Project

Submitted by Bill Gass

As of February 8th the STC Group has received only 11 of the 20 deposits required to go ahead with the certification of the Trio autopilot for Swifts. I am sad to report at this time the project has been canceled due to lack of interest. All deposits are to be refunded.

Formation Committee Report by Paul Mercandetti

The weather is getting better and Sandy and I have been out flying getting brushed up on touch and gos. A little hard to practice formation with 2 pilots in one aircraft so I'll have to start prodding my buddies close by to come out and play with me. Are you doing the same? I've sent out 19 formation cards so far this year. If you haven't received one yet it means you have probably forgotten to send in your Proficiency Report and dues to HQ. Remember, send it to Swift, they will forward it to me and I will send the card out to you. You can find the report on flyfast.org. Please do not let your currency lapse. If you are finding it difficult to find someone to fly with to stay current, contact me. A practice session does not have to be all Swifts but we do discourage mixing high and low wing in the same formation. I'll see you in September at Swift Nationals or hopefully before then.

Charlie Sidenstricker Celebration of Life

Submitted by Bud and Sylvia Brown

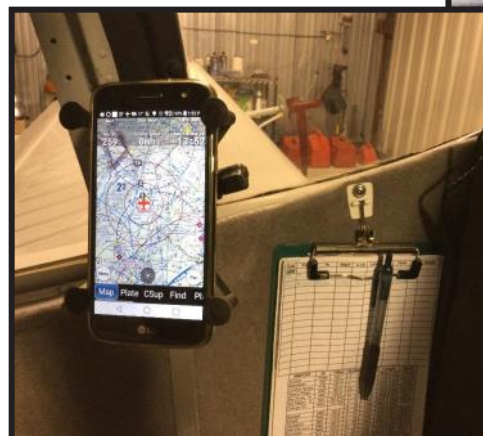
Charlie's Celebration of Life will be on May 22, 2021 at the LRO airport in Mt. Pleasant, SC beginning at 11:30 am. Can you please send Cindy Ecleberry an email to: cre1957@gmail.com to let her know if you are coming. She is trying to plan for food, so this would be very helpful. We hope many of you will be able to attend.

iPad and Phone Mounting Solutions

Submitted by Richard Aaron

Below are photos of my iPad and phone mounting solutions. The spacing of the windshield screws is almost exactly that of the RAM 1" ball mount. It took just a little filing of the holes to fit.

A note of caution is to be sure that the joystick clears the iPad in all positions and that it will not shift during any maneuvers. I have WingX on the iPad and AVARE on the phone.



University of Texas—Arlington Libraries Digital Gallery

The following links were shared with us by Mike Furline:

<https://library.uta.edu/digitalgallery/img/20058012>
<https://library.uta.edu/digitalgallery/img/10009909>
<https://library.uta.edu/digitalgallery/img/10010258>
<https://library.uta.edu/digitalgallery/img/10010258>
<https://library.uta.edu/digitalgallery/img/20058919>
<https://library.uta.edu/digitalgallery/img/20058013>

Below are a few of these great photos. Certainly worth taking time to look up. Thank you for sharing Mike!



“First in the nation to receive the torch-bearer rank in aviation are these two Texas Camp Fire girls shown receiving their pins from W. G. Fuller, member of the committee of awards of the Fort Worth Camp Fire Council. The girls are Pat Lane, left, of Longview and student at Kilgore Junior College, and Billy Lowe, Paschal High School senior. Published in the Fort Worth Star-Telegram evening edition, October 29, 1946.”



“North Texas Agricultural College (N. T. A. C.) war effort; repair shop turns out engineers, aircraft workers, naval apprentice seamen, and a dozen other trainees, including (from left) F. H. Wilson and Weldon Dooley.”



Editor's note: Second from left is W. H. "Bud" Knox, Globe Aircraft Chief Design Engineer.

"Title: Globe Aircraft Corporation shows their new GC-I Swift aircraft built at their corporation, Hicks Field, Fort Worth; unidentified production staff in front of the plane."

"Description: Globe Aircraft Corporation shows their new G. C. I. Swift aircraft built at their corporation, Hicks Field, Fort Worth; unidentified production staff in front of the plane. 1941-05-26"

Photos and data courtesy of UTA Libraries Digital Gallery