

FOUNDATION, INC.
223 COUNTY ROAD 552
ATHENS, TENNESSEE 37303

423-745-9547

EMAIL:
SWIFTMUSEUMFOUNDATION
@AOL.COM

WEB SITE:
SWIFTMUSEUMFOUNDATION
.ORG

MCMINN CO. AIRPORT (KMMI)

Swift Museum Foundation, Inc.



Volume LVII Issue #2

January 2025

2024 Event Schedule

Sun-N-Fun
April 1—6
Lakeland, FL

EAA AirVenture
July 21—27
Oshkosh, WI

**2025 Nat'l Championship
Air Races**
September 10—14
Roswell, NM

Triple Tree
September 22—28
Woodruff, SC

Swift National 2025
October 1—5
Athens, TN

If your Swift group is planning an event this year please let us know so we can include it in the event schedule.

Executive Director Report By Scott Anderson

Happy New Year to all our Swifters!

I now understand why bears hibernate in the winter. This has been one of the coldest winters that I can remember in my 35 years in Athens. Hopefully, we will get back to more seasonal temperatures soon. That would allow us to get more of the necessary, time sensitive, tasks completed here at Swift. Our move out of the old buildings is coming along but there is still more work to be done.

We are readying a very nice GCI-B to be offered for sale to the membership. This Swift was donated to SMF, Inc. last year. It will be an excellent project for someone wanting a straight, mostly original, Swift. If you are interested in this airplane, contact me at Headquarters (423-745-9547) for more information. We will be publishing photos for you to review in an upcoming Newsletter.

Thank you, to Chuck Miller in Texas for purchasing his new project Swift from us! Chuck already has a beautiful, award winning, custom Swift but wants to save another Swift and get her flying again. That's our mission here at the Swift Museum Foundation. Keep 'em flying!!! Thanks again Chuck, we look forward to helping you accomplish your goal.

Now is the time of year to get your Swift ready for the upcoming flying season. It may not seem like it now but it will be here before you know it. If you need something for your bird, give us a call or send us an email. We'll do our best to help you out. We're here for YOU!

Wishing everyone a safe and healthy 2025.

Blue skies and tailwinds to all!

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
Scott Anderson

National Convention

Paul Mercandetti
Sandy Mercandetti
Scott Anderson

Parts

Steve Wilson
Scott Anderson
Ken Coughlin
Steve Roth

Formation

Paul Mercandetti
Jim Roberts

Building

Roger Weber
Scott Anderson
Paul Barnett

IT/Web

Heather Day

Aging Aircraft

Steve Wilson
Ken Coughlin
Dave Carpenter

Back to our Roots*By Jim Roberts*

Okay folks, what does a Globe Swift have in common with a Cirrus SR-22? If you answered, "They both sprang from the minds of a home-built aircraft designer," go to the head of the class. In the case of the Cirrus, in 1984 in a barn in Baraboo, Wisconsin, brothers Alan and Dale Klapmeier began working on what would become Cirrus Aircraft. Their first project was a home-built kit aircraft, the VK-30.

As for our beloved Swift, she traces her roots back to a ship built by Rufus S. "Pop" Johnson of Ft. Worth, Texas. Johnson's design, that he named the "Swift," was in fact a home-built version of the Culver Cadet. According to Stanley G. Thomas in his 1996 book, *The Globe/Temco Swift Story*, "Pop sold Cadets for

Culver, and used a factory-owned Cadet for demonstrations to potential customers. Al Mooney's design appealed to Johnson, and he set about building his own version of it. Johnson was not a trained engineer, although he had an intuitive feel for airplane design."



"Pop" Johnson's original Swift bore a curious resemblance to the Culver Cadet pictured here. Photo by Airliners.net

In December 1940, Johnson sold John Kennedy (founder and president of Globe Aircraft Corporation) on his vision for a new two-place personal aircraft and was hired as chief designer and factory representative for the newly-formed manufacturer. In February 1941, the "proof of concept" aircraft was complete, and rolled out as NX17688, a Globe GC-1, serial number 1. Like the Culver Cadet, the plane featured a fabric-covered steel-tube fuselage and wooden wings covered with resin-impregnated plywood. Following that, the first Globe GC-1 production prototype, serial number 2, NX17690, was granted Approved Type Certificate (ATC) 753 by the CAA in May 1942.

Johnson's tenure at Globe was brief, and his departure was prompted by Kennedy hiring 29-year-old Kilbourne H. "Bud" Knox as his new chief engineer. A turf battle ensued, and Johnson departed in 1942, moving on to build his "Johnson Rocket 125," which bears a striking resemblance to that first Johnson-designed Swift.



Globe GC-1 serial number 2, a production prototype. The aircraft, NX17690, is pictured with two twin-engine AT-10 aircraft in the background. Globe built 600 of the Beechcraft-designed trainers during WWII.

Photo from the Swift Museum Foundation, Inc. collection.



A fine example of "Pop" Johnson's Rocket 125 is on display in the Swift Museum.

AOPA photo by David Tulis

The GC-1 was never mass-produced, but it led to development of the prototype GC-1A. The "A" model was a major redesign and modification of GC-1 serial number 2, which was rolled into the shop, rebuilt, and emerged with a profile and plan view inspired by the Curtis P-40 Warhawk. Though designer Bud Knox retained the wooden wing construction of the GC-1, he added such hallmark features as wing leading edge slots and the horizontal stabilizer dihedral of a Douglas A-26 Invader. In November of 1944, the CAA licensed GC-1A, serial number 1, as NX17640.

While no Globe aircraft were built for the civilian market during WWII, a lot was going on in the design and development area, with changes leading to the Swift that we know today. According to author Stanley Thomas, in the last year of the war, Bud Knox became convinced that aluminum was the material of choice for aircraft construction. Knox wrote that, "One approach to low costs will be through the wider use in small planes of metals, such as aluminum, which are becoming plentiful and economically available." Knox campaigned for a post-war four place, tricycle gear aircraft, seeing this as the wave of the future.

Board of Directors

Chairman

Paul Barnett

P. O. Box 546
Brookhaven, MS 39602
pbarnett@pbniisan.com

Vice Chairman

Paul Mercandetti

4716 Buffat Mill
Knoxville, TN 37914
mercandettipaul@gmail.com

Scott Anderson

779 Highway 39 East
Athens, TN 37303
swiftmuseumfoundation@aol.com

Norm Fox

1138 Hitchhike Trail
Maryville, TN 37803
norm.fox99@gmail.com

Mark Holliday

P. O. Box 243
Lake Elmo, MN 55042
markh85@aol.com

Jim Roberts

P. O. Box 11744
Knoxville, TN 37939-1744
jimswift46@comcast.net

Sam Swift

702 Mickelson Way
Lebanon, TN 37087
flyboycpa@aol.com

Roger Weber

757 Luscombe Street
Independence, OR 97351
rogermichaelweber@hotmail.com

Steve Wilson

9606 Taxiway Drive
Granbury, TX 76049
stewilson@aol.com

Executive Director

Scott Anderson

779 Highway 39 East
Athens, TN 37303
swiftmuseumfoundation@aol.com

Honorary President

Jim "Frog" Jones

1061 Devon Drive
Madison, GA 30650
jim@dixie-industrial.com

Historian

Jim Roberts

P. O. Box 11744
Knoxville, TN 37939-1744
jimswift46@comcast.net

**Founded —1968 by
Charles E. "Charlie" Nelson**

Globe executives agreed with Knox's aluminum construction premise, but reasoned that certification would be easier to obtain for an airplane with the same configuration as the existing steel-tube and wooden wing GC-1A. So, Knox went to work on the "new all-metal Swift," retaining the GC-1A model designation, and on May 7, 1946, the CAA granted Approved Type Certificate 766 to GC-1A serial number 2, NX33336. This was the first of over 400 GC-1A Swifts produced, and today you can see this aircraft proudly on display in the Swift Museum in Athens, Tennessee.



GC-1A serial number 2, NX33336 at home in the Swift Museum. The aircraft was acquired from owner and long-time Florida Swifter Lou Leftwich.

Photo by Scott Anderson

Welcome To Our New Members!

Doug Adams

Texas

Rock Skowbo

Virginia



At left is a photo of the new **Aircraft Spruce facility showroom** near Ft. Worth, Tx. (Roanoke, Tx.) sent to us by Stan Price of Grapevine, TX.

In Stan's words.... **"The 85hp Swift has come home"**. Thank you Stan!

In Memory of Rick Holbrook

We are saddened to report the passing of long-time Swift member Rick Holbrook of Irvine, Kentucky on September 30th. Rick joined our organization (then the International Swift Association) in 1974. He was the caretaker of Swifts N3887K and N3719K at the time of his passing.

Rick was an active member of the "Kentucky White Lightning" Swift group in the 1980's as well as being a valued supporter of the Swift. He will be greatly missed by all who had the pleasure to know him. We extend our sincere condolences to Rick's family and many friends. His obituary is available at Warren F. Toler Funeral Home, Irvine, Kentucky. Godspeed dear friend.



In Memory of Dale Prescott

We are sad to report the passing of Mr. Dale Prescott, a very special local volunteer. Many of you will remember Dale spending most of his mornings here at the Museum volunteering, welcoming visitors, and being a good friend to us all. He spent his adult life here in McMinn County as a Banker. We were so fortunate to have him part of our Headquarters family in his retirement. We miss you dear friend.

In lieu of flowers Dale's family has requested donations to the Swift Museum Foundation. Dale's obituary available at Laycock-Hobbs Funeral Home, Athens, Tenn.





Thanks to Swift member **Cody Coombs** for sharing this photo. It was sent from a friend following his visit to the **Red Bull Aviation Museum** in **Salzburg, Austria**.