



● Clean lines of the Swift are accurately shown in this view of the model.

# THE GLOBE SWIFT

by J. NOONAN

THIS FLYING SCALE MODEL OF THE GLOBE SWIFT IS A FAITHFUL COPY OF ITS PROTOTYPE

**T**HIS postwar de luxe airplane, offered by the Globe Aircraft Corporation of Ft. Worth, Texas, includes many new features not found in conventional light aircraft. Some of these are the luxurious cabin and instrument panel with dual controls and side-by-side seating, retracting hydraulic electric landing gear and flaps, trimming flaps and anti-stall slots. Construction is all-metal. It is powered with the Continental 85-hp motor and includes a starter and generator as standard equipment. Skis or floats may be used, making it adaptable to any climate or locality.

Due to clean design, its maximum speed is 140 mph at sea level. Cruising speed is 125 mph, landing speed with flaps, 42 mph, without flaps, 47 mph. Rate of climb is 600 ft. per min.; service ceiling, 14,000 ft.; range, 750 miles.

The Swift has a span of 29 ft. 2 in., an over-all length of 19 ft. 7 in., and a height of 9 ft. 9 in. It is fitted with 6.00 × 6 wheels and hydraulic brakes.

Our model plans were drawn to exact scale from the manufacturer's plans, even to the incidence of the wing and stabilizer. A control-line model or a rubber-powered model may be built, but heavier construction should be used throughout for a controlled model.

Begin construction by laying out full-size pencil drawings to the

desired size. The model shown in the photos has a 30" span.

Lay out two fuselage sides, one on top of the other, where the heavy lines are shown; assemble the sides and fit bulkheads in place. Add stringers and drawing paper cabin outlines. Carve nose blocks roughly to shape and cement in place. Cement a stiff rib, cut from "A" pattern to each side of the fuselage and fit the wing tongues in place. These extend from the center line to the outer edge shown on the top view. Add small blocks of soft balsa to form the fillets and carve to shape. Carefully build up the stabilizer platform. Check for alignment and sand the entire structure smooth. Cover with wet Silkspan, which allows large areas to be covered with one piece and gives smooth fillets. Apply two coats of clear dope to the paper and sand lightly. Finish balsa parts by rubbing cement into the wood and sanding smooth.

Stabilizer and rudder construction are quite simple; only be careful to prevent warping. Apply one coat of thinned clear dope, and cement the parts to the fuselage. Watch carefully while the cement sets to prevent poor alignment due to uneven shrinking of the cemented joints.

The wing half should be drawn on tracing paper, so that by reversing it you will have a right and left panel exactly alike. Carefully cut ribs from quarter-grained balsa. spars, and



# WHY PAY MORE

WHEN TODAY, TOP PERFORMANCE,  
DEPENDABILITY AND SUPREMELY  
EASY \*SERVICING COST ONLY...

**\$14.95**

*immediate delivery*

**TO BILL COBEY**

Dear Bill:

Just saw the Cobey-Waite perform.

It certainly reflects the same conscientious, diligent engineering that you put into the many Army and Navy power plants that you designed.

**TO GEORGE WAITE**

Dear George:

As an old time gas model enthusiast I certainly am delighted to know that you are finally producing one of your designs under your own name. It goes without saying that it will be "tops"!



Class  
**"A" Engine**

MODEL  
**1470**

COBEY-WAITE

*"The Engine Designed and Built by Aircraft Specialists"*

**TO MOLDED INSULATION CO.**

Gentlemen:

It's a pleasure to know that one of the foremost producers of precision aircraft controls is lending its effort toward the production of model aircraft engines. Your share in this program will reflect the best in aircraft precision manufacture.



**A SCREW DRIVER IS THE ONLY TOOL REQUIRED TO SERVICE YOUR COBEY-WAITE**

**SPECIFICATIONS**

**BORE—.562 IN.**

**STROKE—.593 IN.**

**DISPLACEMENT  
—1470 CU. IN.**

**WEIGHT—3.5 OZ.**

**H. P.—1/10 @ 8500  
R. P. M.**

Be sure to see your dealer today — ask him to show you the new COBEY-WAITE. If he hasn't it yet in stock — order direct. We pay the postage.

*\* Originals of these letters are on file in our office.*

COBEY-WAITE

335 E. PRICE STREET  
PHILADELPHIA 44, PA

## The Globe Swift

tips from hard balsa and assemble. When dry, carve and sand leading and trailing edges to shape. The tips should taper from a rounded edge where they join the leading edge to a knife edge at the trailing edge joint. The well to take the tongue joint is built into the wing. Make sure it is a tight fit and that each wing has 1½ inches of dihedral before covering the wing panels. Use wet Silkspan to cover the wings and when dry give two coats of thinned dope.

Build up landing gear struts as shown, attaching the wire to the wing spar and leaving some allowance for springing backwards. Attach tail wheel and cement well to the bottom stringer.

The entire model was given two coats of silver dope and the trim was added by flowing black dope through a ruling pen to form the outlines and filling in with a brush. Note that the rear windows are of dark blue celluloid or plastic. Clear celluloid may be doped on the

inside to give this effect if no colored material is available. An easy method of fitting the windows is as follows: Cut the celluloid to approximate size, leaving a ¼" margin extending on all sides; fit this in place and mark exact outline with a wax pencil. Cut to shape and rub off the pencil marks with a cloth, then cement lightly in place.

The choice of a propeller is optional, but both scale and flying props are shown. Use eight strands of 3/16 rubber for the motor. Our model balanced perfectly, but due to varying weights of material some small weight might be needed in the nose or tail as the case may be.

Select a patch of high grass for test flying, starting with hand glides and working up to powered flight as you gradually become familiar with the model's flight tendencies. Tail surfaces may be warped slightly to trim the model correctly.

## CHAMPIONSHIP COMBINATION!



**LITE-NING SPARK COILS**

Electrically designed for maximum spark with minimum battery drain... Tough... light... durable.

**\$2.50**

(Includes Hi-tension lead)

**LITE-NING HI-TENSION LEADS**

Will fit any terminal. Will not shake loose. 25c.

**LITE-NING CONDENSERS**

Quality material, advanced design for uninterrupted service. 35c



Manufactured by

**UNITED STATES IGNITION COMPANY**  
NEWARK 4, N. J.