

AEROPLANE HEAVEN



ahstore
\$21.95

GlobeSwift

COCKPIT AND FLYING GUIDE

FOR SIMULATOR USE ONLY

Globe Swift GC-1A

The Globe swift designed in 1940 by R.S. "Pop" Johnson (designer of the later "Johnson Rocket" and "Texas bullet" aircraft) in Texas, United States. It was said that he based the general dimensions on the Culver Cadet. Whether this is true or not the design of the Globe was financed by John Kennedy (not that one) of Globe Aircraft Company. John Kennedy an astute business man who had been succesful during the war years was looking to ensure post-war success and as such a deal was made to build R.S Johnson's swift.

The initial prototypes were of all wood or wood/metal construction (a recreation is presented here on the production all-metal Globe swift) however once the war was over the GC-1A was redesigned by a Globe aircraft engineer named KH"Bud"Knox. This redesign was in all metal which lead to the advertising of the day championing this fact. The Original GC-1A was released with a "low-performance" 85 hp engine. Realising that this was of too low performance the company uprated the engine to 125 hp.

The Globe swift (GC-1A) was warmly received to the point that the Globe Aircraft company had problems filling the orders. They turned to TEMCO to help with production. This partnership allowed for TEMCO to build the Swift as well as the Globe aircraft corporation concurrently. This also meant that the version was increased to the B version (not modelled in this simulation). Between the 2 companies they produced 833 Airframes. Clearing the backed up orders but also introducing a glut on the market.

John Kennedy closed the Globe manufacturing doors in 1947 with TEMCO acquiring the rights to build the Swift. Production continued till August 1951.

Presented here as a GC-1A the Globe swift has over time , been modified updated and upgraded. As such the layout and features are what is considered a general look and feel commensurate with the time. We hope you enjoy the "All Metal Swift ".





Great day for a flight '46

Engine:

WPowerplant Continental C-85-12 or C-85-12F, 85 hp @ 2,575 rpm (GC-1A)
Continental C-125-1 or C-125-2,
125 hp @ 2,550 rpm (GC-1B)

Dimensions:

Length	20 ft 11 in
Height	6 ft 1 in
Wingspan	29 ft 4 in
Wing area	131 sq ft
Seats	2
Cabin width	3 ft 4 in
Cabin height	3 ft 10 in
Maximum gross weight	1,570 lb
Fuel capacity, std	27.8 gal, 167 lb
Oil capacity	4.5 qt

Limiting and Recommended Airspeeds

Maximum level speed	140 mph
V FE (max flap extended)	90 mph
V LO (max gear operating)	100 mph
V NE (never exceed)	185 mph



Liveries



Liveries



COCKPIT

FAMILIARISATION GUIDE



Cockpit - pilots side

The pilots side is basically repeated on the copilots side. We will be focussing on the radio options and centre sections further in the manual.

1. Cowl flaps (game wise each provides 50 %) The switch to the left is the morse code. We leave that to you make the beeps.

2. Altitude indicator

3. Gear warnings with hydraulic in the middle.

4. Hydraulic warning flanked by gear warnings.

5. Master warning light

6. Airspeed indicator

7. Vertical speed indicator

8. AHI

9. Click this area to toggle yoke.

10. Landing gear switch

11. Flap switch.

12. OAT gauge.

13. Magneto switch.

14. Cabin heat

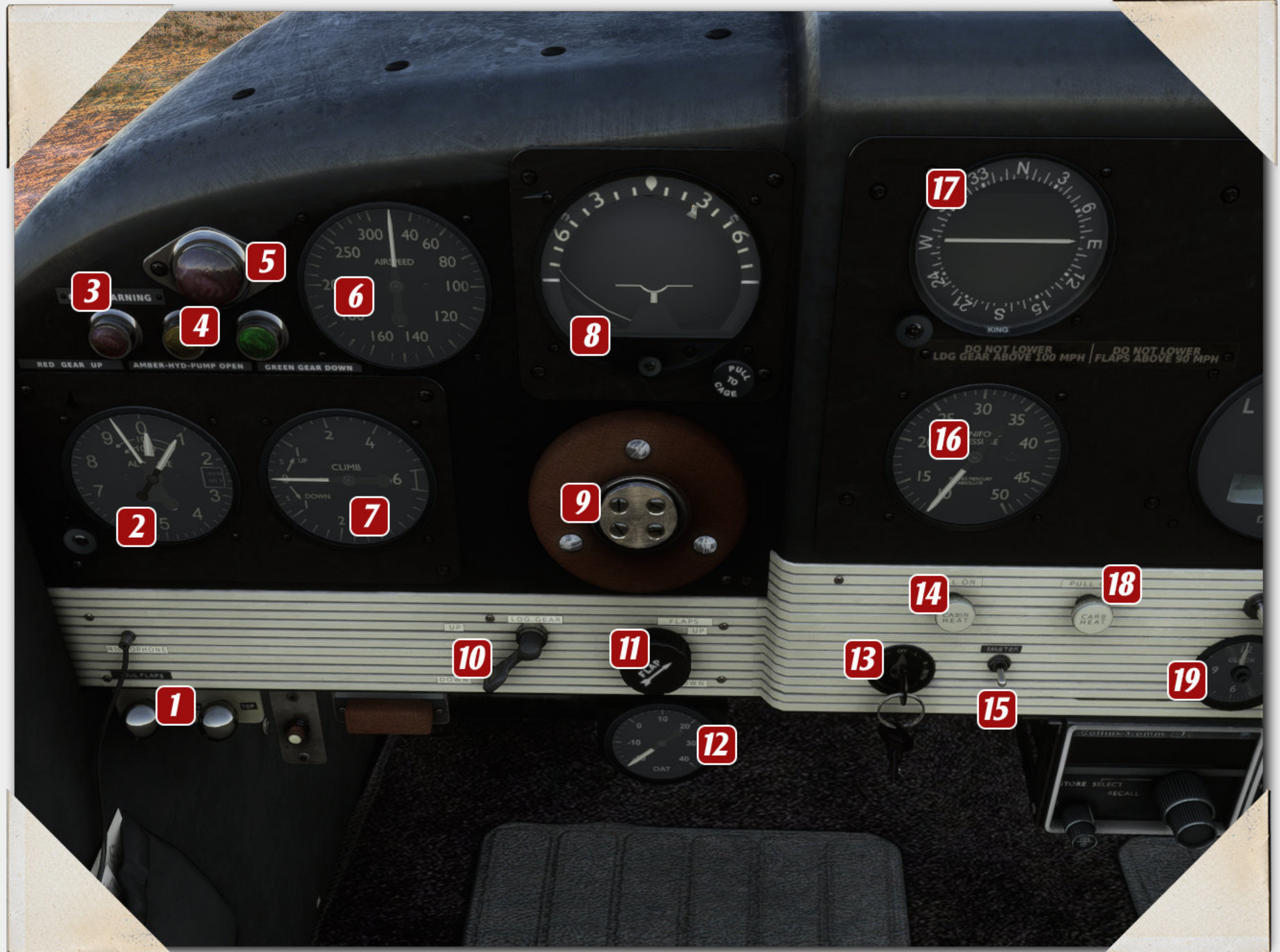
15. Battery

16. Manifold pressure

17. ADF gauge

18. Carb heat

19. Clock



Cockpit - copilots side.

1. Directional gyro compass.
2. Stand by compass
3. Turn slip indicator
4. Throttle lever
5. Mixture control
6. Fuel pump
7. NAV1 VOR gauge
8. RPM gauge
9. Com radios (more information later)
10. Nav radio (more information later)
11. Amp gauge (avionics switch to the left)
12. ADF radio (more information later)
13. Hideable yoke.
14. AHI
15. Airspeed
16. Altitude indicator
17. Vertical speed indicator.
18. Oil temperature/pressure
19. See next page for close up.

Please note there are other functions available and you should really look in the features section for more information.



Cockpit - Lighting area

1. Pitot switch
2. Strobe light switch
3. Nav light switch
4. Instrument lights.
5. Hydraulic breaker/switch
6. Cockpit lights This is a dimmer switch which will allow you to set the brightness of the flood lights.

Please note

There are not landing lights on this aeroplane. Plan your trips accordingly.



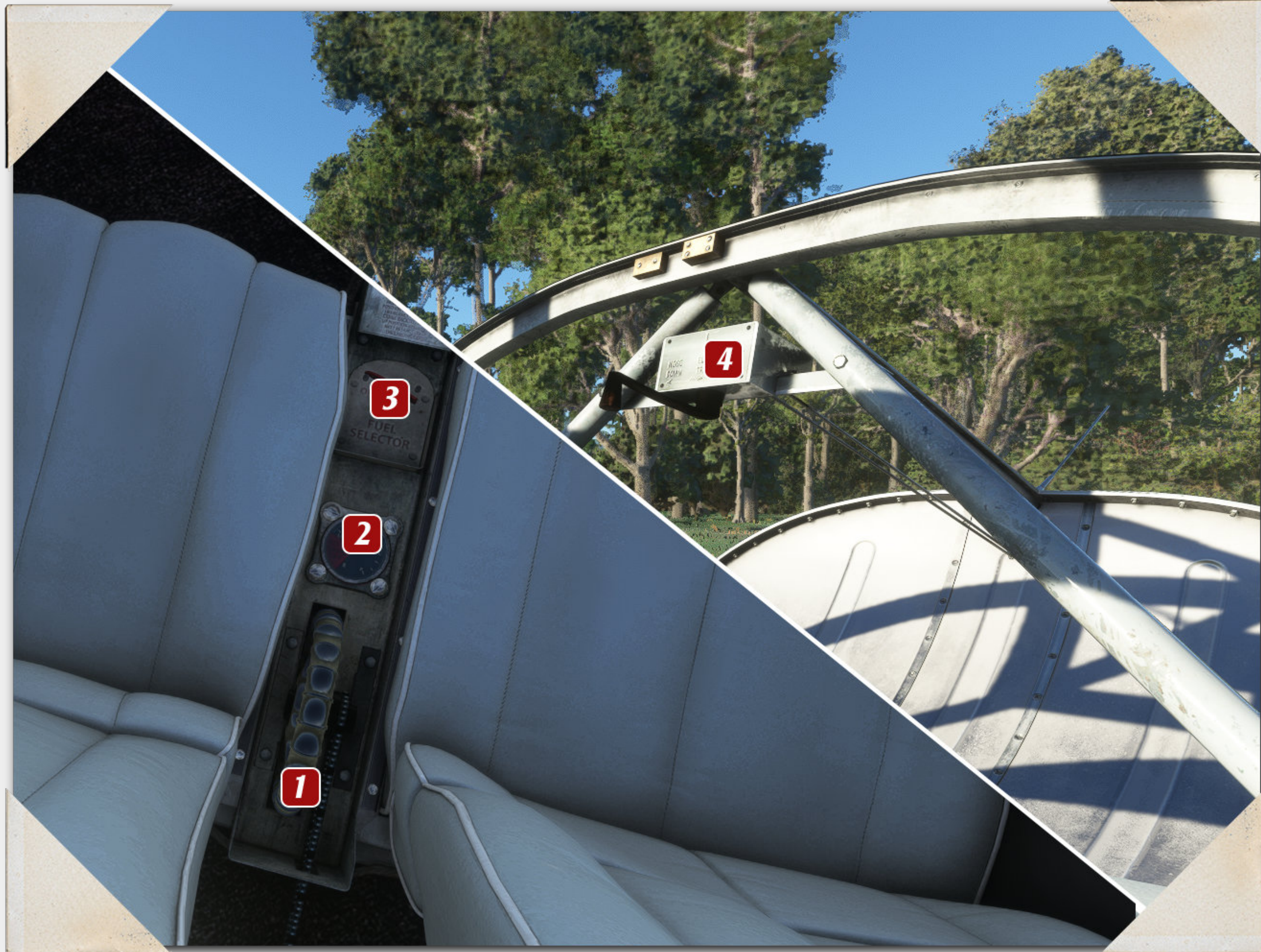
Cockpit - Down/Back

1. Rudder trim
2. Overall fuel amount.
3. Fuel valve.
4. Elevator trim.

Please note

If you have peripherals or addons that add realism or modify any stock functionality regarding fuel or trim these controls will be overwritten by those modifications that you have installed. Please be mindful of this.

All of these functions are completely stock and expect the game to be in a stock configuration.



STARTING

STEP-BY-STEP GUIDE



Starting a Globe swift



STEP. 1

Whilst there isn't a right or wrong way to start the Swift without the Master battery the gauges do not indicate their respective information. If we wish to check the fuel amount we must turn the battery to on.

Turn on battery



STEP. 2

Now that the battery is on we can check that we have enough fuel for the trip. The Globe Swift has 2 wing fuel tanks of 25 US gallons each for a total fuel amount of 50 gallons. We also need to switch the Fuel cock open.

Check Fuel amount

Turn on Fuel cock to open



STEP. 3

Not strictly necessary to start the Swift it is a good idea to turn on the radios and spend some time setting your frequencies.

Turn Avionics switch on

Tune your radios to your desired frequencies.

Starting a Globe swift



STEP. 4

Switch the fuel pump on and increase (richen) the mixture to around 50%. If the outside air temperature is particularly cold a larger percentage would be of some benefit.

Switch the fuel pump on

Increase the mixture to around 50 %



STEP. 5

Switch the ignition key to both. This charges the magnetos in this case.

Switch the ignition to both.

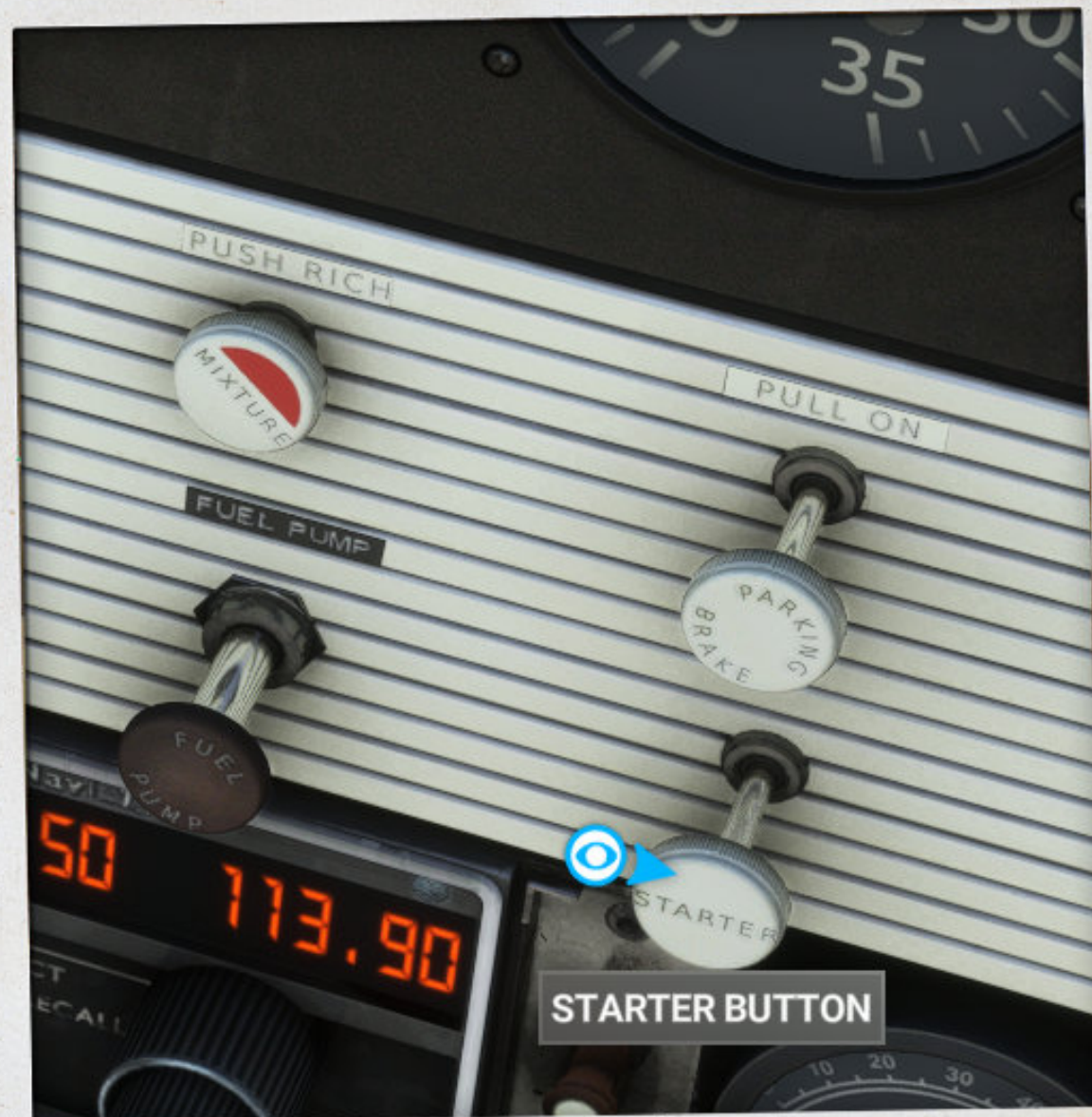


STEP. 6

Crack the throttle open around a smidgeon. This technical term can be equated to around 25% or for those with rulers near their computer screens about $\frac{1}{4}$ of an inch.

Crack the throttle open to around 25%

Starting a Globe swift



STEP. 7

Pull the starter to full out to start the aeroplane. Remember once combustion is achieved release. You can also take the time to turn off the fuel pump if you so wish.

Pull out starter lever.



STEP. 8

Once engine running :

**Push the fuel pump back in.
Check the oil temperatures and pressures.**



STEP. 9

Congratulations!

You have started the Swift. You should always pay attention to the oil temperature and pressure during your flight. Please refer to the checklist for these instructions (summarised) and take-off procedures.

T A K E O F F

S T E P - B Y - S T E P G U I D E



Take-off - Keys are default assignments



STEP. 1

So you are now ready to fly the swift and enjoy the experience of flying a real classic. First make sure that the flaps are at 0 degrees.

Ensure that the Flaps lever is up (F7 or F6)



STEP. 2

Time for the mixture. If you are using the game on easy mode then mixture will be set to auto and you can skip this step. Also CTRL +E will automatically set all mixtures to rich.

Mixture to rich(CTRL+SHIFT+3 or CTRL+SHIFT+2)

Once you reach altitudes above 3000 ft you will need to lean off the mixture to gain maximum RPM



STEP. 3

Ensure your RPM is around 1000 RPM. Set the parking brake off.

RPM 1000 RPM

Take-off - Keys are default assignments



STEP. 4

It's all about power. In this case the little swift needs every little ounce it can muster so push the throttle all the way in.

Throttle to fully in. (F3)

Elevator PULL UP AT 63-64 MPH
Climb speed 80-90 MPH



Climb & Cruise



Whilst climbing and in cruise try to keep the RPM within the limits of 2000- 2500 RPM. This can be achieved by careful throttle control and/or mixture control. To achieve full RPM above 3000 ft you will need to lean out the mixture a little.



Click and drag the rudder trim as desired to control the yaw of the swift in flight. This wheel can be found between the 2 pilot seats.



Click and drag the elevator trim as desired to control the pitch of the swift in flight. This control can be found behind the pilots seats on the cross brace.



LANDING

STEP - BY - STEP GUIDE

Landing



STEP. 4

Check the fuel selector is on and that the mixture is back to rich. You may need to get out of trouble quickly and you don't want the engine to stall. Make sure that the landing gear is down (green light on the glare shield).

Bring your speed down to 55 – 65 mph and lower the flaps to full extended.



STEP. 2

To land the swift the method is to lightly touch the front wheels down on the runway and then by using a little back pressure on the stick get the tail down. Whilst applying a minimum of braking. This can be a little tricky.



STEP. 3

Once you are down taxi to your designated parking area and then begin the shutdown sequence. You can then open the canopy and bask in the knowledge of another swift landing.

Yes we said that.



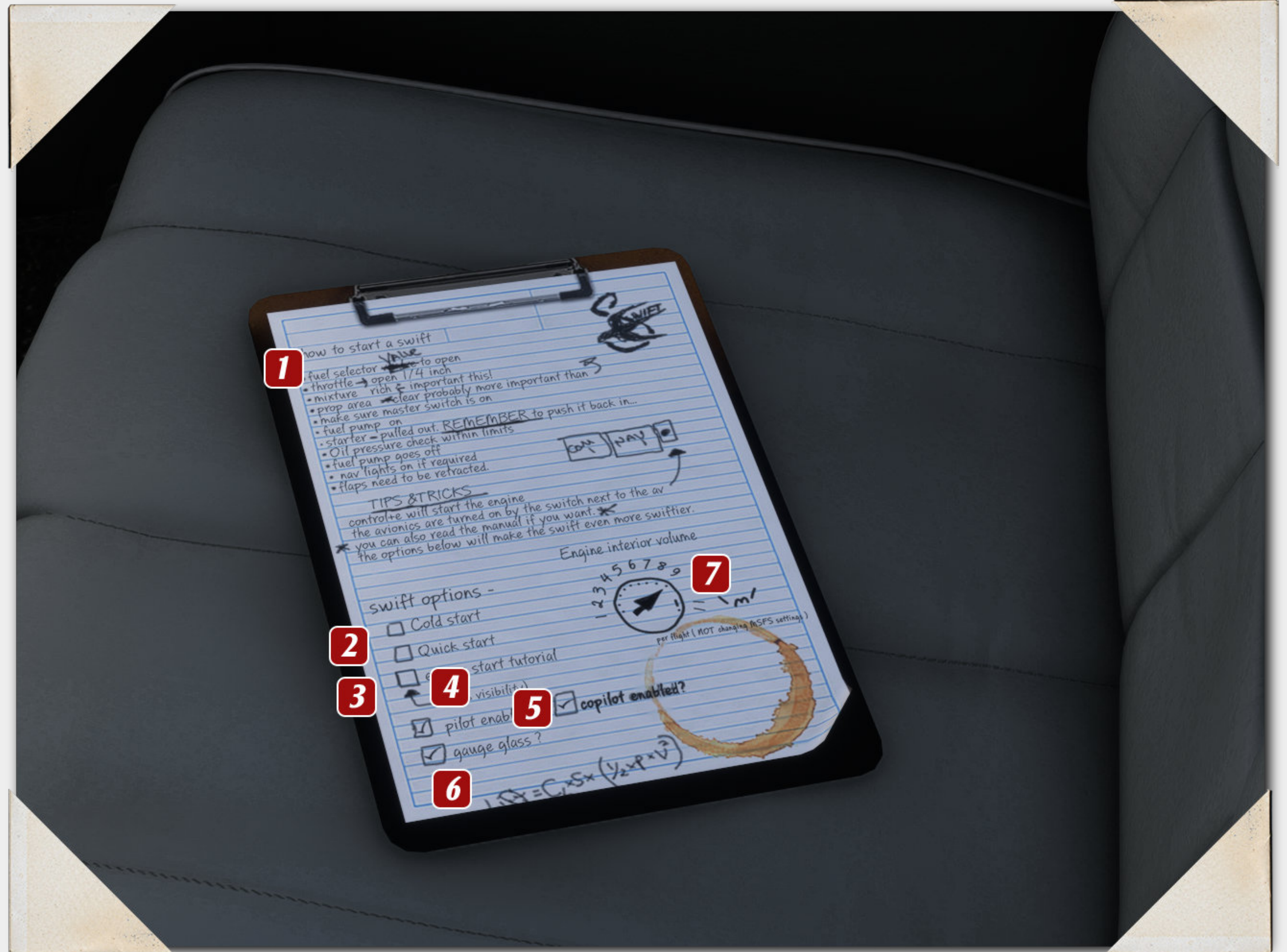
FEATURES & OPTIONS

FAMILIARISATION GUIDE

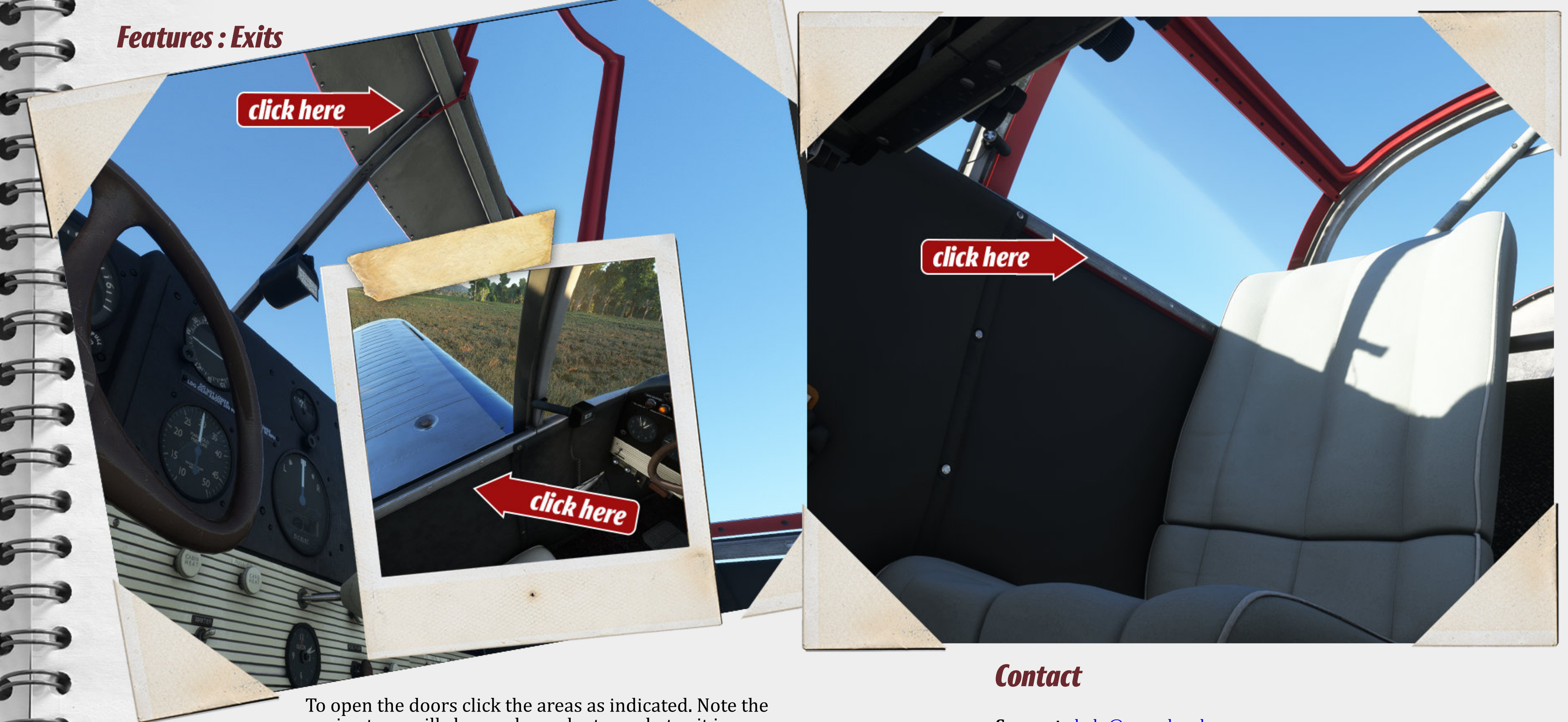
Features : Options board.

Clicking the clip board in the storage pouch on the copilots side opens the options board for the Swift. It should be self explanatory however...

1. How to start the swift. You will have already read that section above of course but handy to have it here. You have read the manual right ?
2. Cold start switch puts the aeroplane into a cold start environment.
3. Quick start switch Basically everything ready for the starter button.
4. Engine start tutorial. When clicked look for the first post it note. Click the note to show the next step. This will also hide the tutorial as well.
5. Removing the pilot and copilot. For the VR users ?
6. Remove the gauge glass.
7. Interior volume sound knob. We get it. You are in an uninsulated aircraft with an engine right at your feet. It is loud. This knob will turn the engine down (or up) for just this flight and just this plane.
(Of course it goes up to 11 !)



Features : Exits



To open the doors click the areas as indicated. Note the engine tone will change dependent on what exit is open. The top canopy cannot be opened whilst in the air.

Contact

Support : help@aeroplaneheaven.com

Website : www.aeroplaneheaven.com

Facebook : www.facebook.com/Aeroplaneheaven