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EVENT SCHEDULE

**2016 SMF
Raffle Kick-Off
February 12, 2016**

**Sun-N-Fun
Lakeland, FL
April 5-10, 2016**

**Swift National 2016
Athens, TN
MMI**

**Come Celebrate
The Swift's
70th Birthday!!
June 8—12**

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

**Reno Air Races
Sept. 14-18, 2016**

Swift Museum Foundation, Inc.



Volume XLVIII Issue #3

February 7, 2016

70 Years of Swift. As we start our yearlong celebration of Swift's milestone birthday it has been interesting to review how we came to be the top single aircraft type club in America. Many years ago when first joining Swift, Charlie Nelson and I found we had a mutual interest in aircraft history and he convinced me to get copies of "Swift – The First 50 Years" and Stanley G. Thomas's "The Globe/Temco Swift Story" books. Good advice and after all these years...well appreciated. For the next few issues we will bring you some of the encapsulated stories from these books as well as items from the "Globe Beam" (the company news magazine) that began in August 1942. *Ed. SJW*

Globe Beam: We owe a great debt to **Scotty Freebairn** of Little Rock, Arkansas for donating a complete collection of the "Globe Beam" to Swift. These will be available later to peruse (carefully as they are very fragile) at the Swift Museum. They are an important part of our history and interesting reading.

Scotty's father... Robert Freebairn, was a cousin of John Kennedy, a fellow Scotsman and was Globe Aircraft's Traffic Manager and Manager of GFE stores during the war years. As you may know Mr. Kennedy was famous for his horses and Scotty's father, being an expert horseman as well... drove the buggies for the Hackney ponies during many of the shows they attended. The Freebairns were close with the Kennedy's and enjoyed a traditional Christmas Eve with them through the years. Scotty also remembers the beautiful 1941 Packard 180 Senior Series Black Sedan Mr. Kennedy drove for many years. He also remembers Mr. Kennedy's adopted sons: John Clay and Tom. Interestingly this adoption was arranged by the famous bandleader Paul Whiteman. John Clay had a long and successful career with Bell Helicopter in Ft Worth and later passed away in 1996. Tom had a varied career and most recently an artist and entertainer in Branson, MO. Tom and his son Dan have been SMF members for many years. As Scotty recalls, Mr. Kennedy lived in his stone mansion until his death in 1983 at the age of 92. Scotty has many fine memories of those days and one of his cherished possessions is the beautiful handmade cane Mr. Kennedy used until his death.

Executive Director's Comments by Pam Nunley

Raffle time is here!!! We are so excited to be conducting our first fund raising raffle since 2009 and feel that this event will appeal to a large portion of the aviation community.

This year's **Grand Prize** will be a **\$30,000. credit toward the Continental or Lycoming engine of your choice!** **2nd Prize** will be a **Garmin 796** and **3rd Prize** a **Stratus 2S.** (see your enclosed flyer.) In the event the Grand Prize winner is not interested in an engine, a cash option of \$20,000 is offered. Tickets are available at HQ's and will also be available at Sun-n-Fun. Purchase your tickets early.... These will go fast!

We need your help in getting the word out to non Swifters. One way you can help is to post a copy of the enclosed/attached flyer at your local FBO or shop. This is an excellent way to enlist funding from non-member sources. If you are willing to check out tickets to sell in your area, please contact us here at HQ's. This is a great way that you can help!

As in the past, tickets are \$100 each and the drawing will be held June 11th during our 2016 Swift National Banquet & Awards Program here in Athens, TN. **WOW...What a way to wind up Swift's 70th Celebration!!**

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

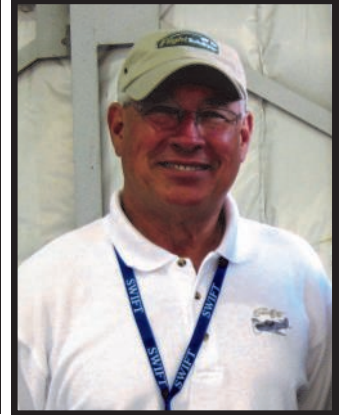
IT/Web

Tracy Rhodes
Rocky Rutter

Aging Aircraft

Steve Wilson
Ken Coughlin

Jerry Kirby has become the latest intrepid Swifter to receive the prestigious Wright Brothers Master Pilot Award from the FAA for 50 Years of consecutive safe flight operations. The award was presented by the FAA at the Tennessee Aviation Museum and Jerry joins other recipients such as Steve Wilson, Asa "Bud" Brown, Ken Coughlin and perhaps others. Congratulations Jerry!

**President Remarks by Jim "Frog" Jones**

Last week I joined Asa "Bud" Brown, Steve Roth and Dave Carpenter in Florida to pick up a major donation to Swift from the LoPresti family. Bud was in Florida with a large trailer to deliver a car and then swung on over to Sebastian Airport to pick up the donation....a full scale cockpit mock up of the Swift Fury LoPresti had developed. It is a very professionally built



cockpit which will be a point of interest in our museum and has some electronic displays including a disc player to show Corky Fornoff flying the Swift Fury at air shows. This is a beautiful display and will be a point of interest for all who tour the museum. While there... it was a pleasure to meet again with old friend Curt LoPresti and discuss the disposition of the Swift Fury. (It is hard to believe but it was almost 30 years ago that Roy Lo Presti started that project.) They

have decided to annual it, give it a fresh coat of paint and then sell it. Because of the many modifications it will remain in the Experimental category. This is a very special aircraft and hopefully it will go to a good home.

Curt had this to say about Swift: "I want to thank you and the rest of the Swifters for your help yesterday. It was great to see everybody and I am glad that you guys are able to take the mockup and it went to your great organization. I have been to many type club meetings and I must tell you that I enjoy the Swift group the best. You guys have a tremendous group of people that go out of their way to help each other. When you get right down to it... it is all about the people and you guys are awesome! Thanks again, we really appreciate you guys.!"

Also, while we were there we picked up all the tooling we had room for... one set of which was the horizontal tail section jigs. We will have one more trailer load of jigs to pick up and we will do so in the near future. A very special thanks to Bud Brown for hauling the mock up and jigs back to Georgia and then he and I continued the trip to Athens this past Friday. Many thanks to Bud, Dave and Steve!

It is not too late to join us for the Swift work session at Athens....February 12-18. All help is greatly appreciated as we work to get the facility completed for Swift National June 8-12.

Donations: Please remember to keep Swift in mind when you pay your yearly dues. A little extra from each of you really adds up....and many thanks to all of you who do this every year!

Sun 'n Fun Update by Perry Sisson

April 4 – 10, 2016. Please put that on your calendar. We have contacted Sun n fun officials and they are enthusiastic about hosting the Swift in our 70th year. Accordingly we will have a prominent place in the type tent and we have arranged for a Swift parking row. **Our parking this year will be in the first row right behind the past Grand Champions. They will have the first 3 rows and then we will have the next or 4th row.** They would like to have us in place NLT Tuesday evening so that gives us all day Monday and Tuesday to arrive. This will work well and should accommodate any weather delays. Also, if you do happen to get delayed we may be able to put you on the Swift row on Wednesday....but....you will need to keep close contact with me so I can ensure your parking. This is a nice concession from the Sun n Fun folks and should help us as well.

We will have some dinners scheduled and you can sign up at the type tent. Also, we plan a hospitality shelter out on the flight line...this will keep you out of the sun and we will provide some chairs and coolers for drinks. (If you have a chair...bring it.) It's a great place to watch the air show!!!

So here's what I need from you:

1. Let me know if you plan to come...email is diamond2055@aol.com or my cell...239-340-0547!
2. When do you plan to arrive?
3. Would you be willing to work in the type tent or hospitality shelter?
4. Could you help with the ice and drinks?
5. Are you willing to check out and/or help us sell Raffle tickets. We should be able to sell a large number of tickets during this event!

If you are coming could you please let me know by March 31st?

Since this is our 70th it would be great if we could have a robust number of Swifts this year. My goal would be 30 -40 for this event. This is a great venue...a nice vacation and fun. Many Thanks...Perry

Formation by Michael Kennedy

As we start the new year I hope you are planning to re-vitalize your formation skills after a winter hiatus in preparation for Swift National in June. We will have formation school and some formation events that week so please plan on some practice before then if possible. Also, please send in your formation dues to Pam....they are due at the first of every year.

FAST Update: Your FAST card for normal formation activities has not changed and with it you are allowed to fly formation in waived airspace as necessary.

For air show participants, the FAA has asked FAST and ICAS to implement new procedures for formation flights in air show waived airspace. The basic premise is that you must have a Statement of Competency (SAC) card issued by an Aerobatic Competency Evaluator (ACE) to fly in waived airspace for anything OTHER than standard formation flight as authorized by a FAST card. This means having a FAST formation in the "Box" with others using their aerobatic SAC card is NO longer authorized. Now.... Everyone in that activity will have to have a SAC card!

The new FAST rules are contained in FAST AIRSHOW OPERATIONS manual that is on the FAST web site in the "Documents" section. ALL FAST card holders are required to read this before participating in an air show formation activity. Normal formation flight rules have not changed but additional activities such as head on passes or adding acrobatic maneuvers into the mix is now covered by a different set of rules. The details of the new limited category SAC cards are still under review and will be published at a later date.

Obviously, these new procedures do not apply to most Swift formation pilots as we don't fly often in waived airspace. However, if you do...you must be aware of new rules that are now in effect.

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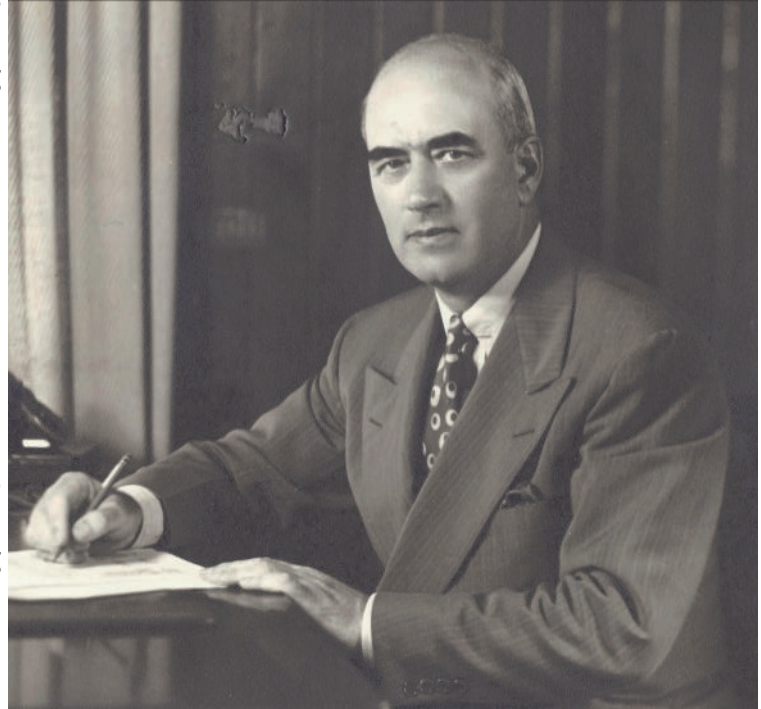
Founded by

Charles E. "Charlie" Nelson
1968

Swift Founding Father - Part I — John C. Kennedy (1891 – 1983)

Mr. John Clay Kennedy is interesting as a person, entrepreneur, adventurer and of course founder of Globe Aircraft that produced our first Swifts. From Greek and Latin scholar at prestigious schools in England, to cowboy, finance officer, cattle buyer, Gringo in Texas dealing with Pancho Villa to President Globe Laboratories and ultimately President and founder of Globe Aircraft.... It is a fascinating story.

Getting Started: He was born in Kelso, Scotland in October 1891 and was the son of Dan Kennedy who was known throughout the world as a breeder of fine horses including the now famous Clydesdales of Budweiser fame. He was given the finest traditional education early on but unfortunately his father was financially devastated in 1908 and he thus went to live with an old family friend John Clay...who ran the Consolidated Cattle Company (CCC) in Chicago. Just 17, he went to work for Mr. Clay herding, grading and sorting cattle in the stock yards. Because of his background with his family's horses he soon earned the respect of the cowboys in the CCC and as a result of his good education he rapidly moved on to other parts of the business in finance and then management. He was promoted and moved to Denver to run the office there, met and married Jessie his first wife but after a short while...he quit...and the young couple moved to Lajolla, California. Little is known of the six years there other than he and Jessie got a divorce and he was amateur Middleweight Boxing Champ for six years in Southern California.



On to El Paso. Mr. Kennedy rejoined Mr. Clay's company in 1914 and became an expert buyer of Mexican cattle. It was during these armed excursions into Mexico that he met and dealt with Pancho Villa and his brother Hipolita. Because of his Scottish background was treated as a Britisher by the Villas...not American...and as tensions rose between America and Mexico he became the only "gringo" allowed in Villa controlled northern Mexico to engage in the cattle trade. The downside of trading with the Villas was that he had to go to Juarez to "pay fiscal duty" to them before they would release the cattle.

In November 1915 Mr. Kennedy was transferred to Fort Worth as the supervisor of that office plus the offices in San Antonio and El Paso. Then, in 1920 Kennedy and Dr. J.N. Huff bought an old wagon factory, founded Globe Laboratories and purchased from a professor in Kansas the exclusive rights for a serum that immunized cattle from the dreaded black leg disease. Subsequently they cornered the market for this serum and were able to sell all the serum they could produce. This business made him a millionaire and he and his second wife (also named Jessie) built their stone mansion on 400 acres he had purchased near Saginaw, Texas. This site was just south of what would become the location of the Globe Aircraft Factory. They had many famous friends...among them Amon Carter publisher of the Ft Worth Star Telegram, band leader Paul Whiteman and singing cowboy Gene Autry.

Back to Horses. After ten years he sold Globe Laboratories and he and Jessie started developing one of the finest stables of horses in America. They crisscrossed America winning innumerable prizes and trophies and exhibited their Tennessee Walkers and British Hackneys and were involved in the establishment of the Southwestern Exposition and Fat Stock Show. (Later, when Saginaw decided to incorporate, John Kennedy became the first mayor from 1948-1952.)

New Horizons. After developing his fine string of horses, Mr. Kennedy, not yet 50 years old, got a bit restless and was looking around for another business challenge. Since he was well acquainted with prominent members of the community it was natural for him to meet people from all walks of life. One such person...William Fuller, an old timer in Texas aviation and Aviation Director of Fort Worth's Meacham Field became fast friends with Mr. Kennedy. Meacham Field started as an Army airfield but after WW I they did not have much use for it and it was purchased by

the city and thus became the first city owned airport in America. Bill Fuller was a very persuasive and energetic advocate for aviation and painted a very rosy picture for Mr. Kennedy on how aviation was about to explode in America due to new designs, speedy transportation and also military applications.

A series of national and world events then played a large part in convincing John Kennedy that Bill Fuller was right. The first event was the Bennett Bi Motor...a streamlined twin engine mono plane capable of hauling 8 and it was scheduled to compete for an Army Air Corps contract as an advanced trainer. As was his normal course...John Kennedy jumped at the chance and before the contract was even signed with **Bennett Aircraft Corporation of Delaware** he started conversion of his 300 ft. cattle barn and commenced building a 60 x 70 ft. concrete hangar abutting the cattle barn.

The timing was important at this time in the late 1930s and a series of events convinced John Kennedy to proceed. The fascists were on the march in Italy...the civil war in Spain had been fought...Hitler was re-arming rapidly and Japan was expanding in Asia...everywhere there was talk of war on the horizon. President Roosevelt signed the National Defense Act in April 1939 to rebuild America's forces...in September 1939 Hitler invaded Poland...followed shortly by occupation of Norway...followed by overrunning The Netherlands, Belgium, Luxembourg and France in May 1940 plus the British defeat at Dunkirk. Shortly, the bombardment of Britain would also begin. It was a very dynamic and dangerous time in the world.

In the midst of this Mr. Kennedy incorporated the Bennett Aircraft Corporation of Texas on April 9, 1940. The purchase include engineering data, blue prints, some jigs, dies, and molds....and one airplane...the Bennett BTC-1 Bi-Motor. This aircraft was sleek for its day and was somewhat similar to a Lockheed Vega or a Beech 18. In 1940 the specs on the Bennett BTC-1 were impressive at that time: Wing span – 48' 2"... empty weight of 4516 lbs. and a payload of 2392 lbs....fuel 200 gal....initial rate of climb – 1480fpm....Max speed 206 mph...Cruise speed 196 mph...service ceiling 22,500 ft.... fuel consumption was 32.4 gph at cruise. The 2 engines were 300 hp Jacobs L-6 seven cylinder with Hamilton Standard 2 blade props that were either controllable or constant speed depending on the option selected. The BTC-1 performed well as was expected from the team of designers put together by Mr. Bennett and they all came from the best aircraft companies at the time. The Air Corps was very interested in the BTC-1 and Gen "Hap" Arnold reviewed it at Wright Field and ordered an evaluation of it which produced an A rating.



Two views of the Globe BTC-1 eight seat cabin mono-plane

(Globe/TEMCO Swift Story photo)

There was only one hitch....the aircraft must meet 3 major criteria: 1) The plant had to be properly equipped with machinery and manufacturing facilities; 2) The company had to have a staff of completely experienced and expert personnel in the factory and engineering department and 3) the company was required to show substantial and successful production over a period of time. Bennett Company was able to easily satisfy the first two...however...since the company was underfunded it could not ...on its own... start production with its own funds. As a result, the Air Corps selected the Beech AT-10 ...which ironically Globe Aircraft would later build. In the fall of 1940, the Bennett Aircraft Corporation of Texas... despite a good product...went quietly out of business.

What next? As the decision on the Advanced twin engine trainer came near...it became apparent to Mr. Kennedy that the BTC-1 would not win due to the production requirement. Since he already had the essence of an aircraft factory he began to look in another direction. This led to a meeting with a local aviator named R.S. "Pop" Johnson who was quietly building a two place monoplane in a hangar on Meacham field. As they say...."the rest is history".

(Next month...the Pop Johnson story...what really happened.)

Chairman Remarks by Will Roberson

The good news is that we are off and running in getting ready for Swift's 70th Year Long celebration. Some aircraft have already been moved to the new building, the arrival of the Lo Presti cockpit mock up is impressive, Mark Holiday is working hard on the museum layout, Pam is scurrying around daily working on various projects and Frog's work session February 12 – 18 will get us off to a good start on our mission to complete the museum before Swift National in June. Much to be done for sure but we are moving out. To me it is very exciting and a major reward for all the hard work and contributions of our super members over the past several years. I can only echo Curt Lo Presti's comments on the high quality of our dedicated and caring members...it IS the people that make Swift and that has never changed in my association with Swift. Thank you all.

One other note...it is especially meaningful to me now that Swift has possession of a complete set of the "Globe Beam" ...the Globe Aircraft Company's monthly news magazine. It brings me closer to what my Grandfather was experiencing when he worked for Globe in the 1940's. Many thanks to **Scotty Freebairn** for this magnificent donation that is a direct connection to our pastjust as the Globe flagpole is. How many type clubs can make this direct connection...not many I suspect. Thank you all for all your hard work and support in getting ready for Swift National.

Facility Update by Pam Nunley

What exciting times for past, present and future Swift owners and members! Dreams spanning over 25 years are becoming a reality thanks to all of you who have stood fast and leaned into the wind to help us get there. We want to wish each and every one of you a heartfelt thank you for your support in the many ways you have found to give in order to see this facility come to be.

We are doing our best to exceed your expectations and make you proud of your organization and what you have helped to accomplish. Any goal can become a reality when we all work together. The Swift now has a home that will preserve its history so that it can be enjoyed and shared with this generation and generations to come.

I personally want to thank Scott Anderson for his unending support and countless hours of hands on labor preparing the floor, preparing and moving aircraft in order to get us to the point you will see in the photos to follow. Many thanks to Mark Holliday (our Design & Display Chairman) for his help all last week. Mark and Scott sorted, selected and moved a tremendous amount of our historical memorabilia and it is now in our new facility for cleaning before layout display.

Upper Right: A very special moment...Scott Anderson and Nathan Cronquist (local FBO) moving the very first Swift into the new museum facility. Very fitting that it be NC33336 serial number 2!

Lower Left: Jack Nunley and Scott Anderson hanging the "huge" American flag donated by Paul Barnett.

Lower Right: View of the first three aircraft placed in the new museum with three more to come. Your museum will also house many photos and artifacts along with a video viewing & seating area and the LoPresti mock-up discussed on page 2.



Swift National 2016 Update by Paul Mercandetti

70 for 70 in 2016.....

Welcome to Swift Convention planning for 2016. We would like to see at least 70 Swift airplanes for the 70th Anniversary of the Swift in 2016. We have reserved the maximum of 50 rooms for Wednesday thru Sunday, June 8–12 at the **Comfort Inn, 2811 Decatur Pike, Athens, TN 37303. Phone 423-252-8083.** Room rates are \$90.00 per night with upgrades available (\$99., \$108., \$126.). Please call and reserve early as rooms at our host hotel are limited. They will try to accommodate any overflow at a comparable local hotel. As usual, we will provide van service.

This will be a big year for us in celebrating 70 years of an outstanding little airplane and all the people associated with it. As an added plus we are very fortunate to have a brand new museum hangar to dedicate and show off to all our members and thank you for your contributions that have made it all possible.

Included with this newsletter is your pre-registration form. **PLEASE REGISTER EARLY** in order for us to get as accurate a number as possible for food, shirts, services, etc. You may mail in your form with payment by check to **SMF, Inc., 223 County Road 552, Athens, TN 37303** or fax with **VISA/MC/Discover** to **423-745-9869**. You may also send in your form and follow up with a credit card by phone if you prefer.

Any and all ideas are welcome and appreciated. If you would like to volunteer to help out with the many tasks associated with an event like this please contact me at 508-654-2671, swift757@comcast.net or Pam at 423-745-9547, swiftly-pam@aol.com with any questions or suggestions.

Below are a few more photos shared by Frederic Grandmougin during his Swift flight to France.
... Beautiful scenery... beautiful Swift!



On the ground in Greenland



Iceland's Landscape off my wing.



Short Final to Dinard (LFRD)



Landing to Pau (LFBP) home sweet home after 33hr. 42 min. in flight.

At right is a photo of our original watercolor by Globe Aircraft artist Mr. Eugene Clay.

We are making preparations to offer quality prints of this gorgeous original artwork for sale.

Please let us know at Headquarters if you would be interested in purchasing a print of this beautiful piece. This will help us in determining how we proceed.



Next Month: Rebuilding Your Power Pack (Or how to have fun with hydraulics and water) by David Westridge "...it doesn't get much more fun than this!"

Send in your Pre- Registration for Swift National 2016
June 8-12 — Athens, TN