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## 2016 EVENT SCHEDULE

**Swift Fund Raising Raffle**

**Win \$30K Engine Cr  
or \$20K Cash**  
Get your tickets now!

**Swift National 2016**  
Athens, TN (MMI)  
June 8—12

**Swift World  
Domination II:  
A World Takeover**  
June 12

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

**Clarion Co. PA Airshow**  
August 12 -13  
(Swifts wanted)

**Triple Tree**  
South Carolina  
Sept 7—11

**West Coast @ Westover**  
Jackson, CA  
Sept 23—25

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

**Memory Landing**  
Brookhaven, MS  
Sept 28th

**Red River Swift Wing**  
Pecan Plantation, TX  
Sept 29 — Oct 2

# Swift Museum Foundation, Inc.



Volume XLVIII Issue #6

May 2016

## President's Remarks by Jim "Frog" Jones

**The number one item on my mind right now is getting our Swift Raffle tickets sold!** I am also working on contacts with vendors who have supported us the past couple of years in supplying nice items for the Swift Silent Auction at National. It is important that we do well on these because they are our major source of funding. Together, we have done much over the past few years and no type club gets as much support as we do from our members. When I talk to others about what we have accomplished they marvel at the spirit and generosity of Swifters. **Thank you for all you have done and all you can and will do.**

On the subject of selling raffle tickets, I get comments that indicate some of our members get a bit out of their comfort zone in approaching others for donations. In reality you should not be reluctant because most people can recognize a good prospect for winning while at the same time risking very little... and... in the worst case... they get a tax exempt donation for a worthy non-profit organization such as ours. Your prospect need not have much interest in aviation but they should also see the potential for winning one of our 3 prizes since only 999 tickets will be available. **Those are great odds! \$20,000 cash is a nice reward and if they win one of the other prizes we can offer them cash in lieu of a Garmin 796 or Stratus IIS if they are not interested in those items. Either way it is win win for them.** I have found that after a short introduction of what we are trying to accomplish most folks are supportive. When you get a positive response all you have to do is ask "How many tickets would you like?" You might be surprised at how supportive your family and friends can be. Look, the worst thing that can happen is for your prospect to just say ...no thanks. So I am asking you to call Pam and check out some tickets and sell as many as you can. **Time is running short so please do it today!**

I have been a Swift member for over 40 years and I am very excited about returning to Athens and our HQ for our 70<sup>th</sup> Anniversary. The memories of friends made over the years has helped shape my life and I am thankful every day for all the great moments I have enjoyed...compliments of our wonderful Swift aircraft. We are only a month or so from National and I hope to see all of you there. It is going to be a National that will produce many cherished memories for the future. When you go....please take some time with our new members. I have met most of them and they too...are great people. See you in June! Froggy

## Board Chairman Remarks by Will Roberson

The Swift world is bristling with activity. Sun n Fun, regional fly-ins, formation clinics, maintenance clinics, the raffle of the century, a new museum facility, **World Domination II: A Swift Takeover** in conjunction with Swift National....it goes on and on! It is a great time to be a Swifter. I am looking forward to seeing everyone in June. Special thanks to all those who made Sun n Fun a success. Perry and Carolyn put us on top of the type clubs making a great impression both in the type tent and with our own Swift stylized tent. Man, what a year. Thanks also to Carolyn and Janie for keeping us fed at Sun n Fun and Kudos to our Executive Director Pam Nunley for shipping our wares for sale. That job never ends it seems.

**Regarding the raffle...I want to make a special plea! We only get one chance per year to raise the kind of funds a raffle provides. It is a rare opportunity that we MUST take advantage of! PLEASE call right now...today...and check out ten tickets and get them sold! There is no substitute for YOUR help in this regard. The best to all of you.....Will**

**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

**Executive Director Remarks by Pam Nunley**

It's hard to believe that we are only a short four weeks away from **Swift National 2016 and the Swift's 70th!** Activity here at HQ's is at a fever pitch in preparations for this year's event.

I sincerely hope you are planning to be here with us next month. Please do your best to come and join in the fun, flying and fellowship. If you have not sent in your registration, please do so asap. This is a great help in our planning for food, supplies, etc. The host hotel is booked, however, there are several other hotels within sight of the host hotel. Just a couple of these are Holiday Inn Express and Hampton Inn.

**Meals:** All meals except Wednesday evening, (excluding breakfast and that is provided at your hotel) will be catered on site. This includes our Saturday evening Banquet. We will be gathering in the new facility for the first time! Come and be part of this very special event. Meal tickets must be purchased at Registration.

**Silent Auction:** Make plans to participate in the Silent Auction. This is a great opportunity to take advantage of the great deals and support the Museum Foundation in the process. If you have items you would like to donate for this cause, please bring or send them in.

**Parts:** One of the many benefits of holding Swift National here at Headquarters is the Swift Parts Department! This will give you the opportunity to see our extensive stock of parts and pick up needed items. We plan to have the Parts Department open several hours each day.

To aid in your planning, the following is a listing of some of the scheduled activities:

**Wednesday—June 8**

Registration & Swift Store Open  
Dinner at The Gondolier (2241 S. Congress Pkwy., Athens)

**Thursday—June 9**

Board of Directors Meeting  
Registration & Swift Store Open  
Forum: What I learned about flying the Swift. (3 Min. "war stories" with a message.)  
Ladies Outing—"The Paris Apartment Tea Room & Boutique" and Antique Shopping  
Formation Ground School  
Forum: General Maintenance

**Friday—June 10**

Registration & Swift Store Open  
Fly-Out to Beechcraft Museum (Tullahoma, TN)  
Forum: Safety  
Memorial Tribute—Swift friends "Gone West"

**Saturday—June 11**

Annual Membership Business Meeting  
Cont. Board of Directors Meeting (With new BOD members)  
Registration & Swift Store Open  
Formation Competition  
Spot Landing, Short Field Take-off and other fun contests.  
Banquet, Awards Program & Raffle Drawing

**Sunday—June 12**

World Domination II: A Swift Takeover— Fly your Swift today! (Details pg. 3)  
Departures

As previously stated..... HELP us spread the "**RAFFLE**" word! Do you have your ticket? ...Have you asked a friend? ... Many of you are working diligently selling tickets. We have a very short time left. If you have checked out tickets to sell and have indeed sold them, please return sold tickets and payments to HQ's. If you would like more to sell just let me know and you can have them within a couple of days. Help out in any way you can! After all, **\$20,000 is a good fit for anyone.**

## “World Domination II: A Swift Takeover”

We are now just a month or so away from this event on **June 12<sup>th</sup>**...which coincides with departure day from Swift National. This will give us a leg up on our goal of flying at least 150 Swifts anywhere in the world in that 24 hour period. We are requesting that you plan on flying your Swift that day regardless of your location as we strive for 150 Swifts airborne. All you have to do is fly your Swift (fun and enjoyable by any standard) and report to Perry Sisson the time you flew and how many hours or minutes. **Perry is at 239-340-0547 or [diamond2055@aol.com](mailto:diamond2055@aol.com).**

In 2012 we had a great outing and we flew 101 Swifts in that 24 hour period in 4 different countries...32 were in the air at the exact same time and 136.2 flight hours were logged. Since this is our 70<sup>th</sup> Anniversary of Swift we believe we can do better... so our goal is at least 150. Please plan on this and support this effort. **June 12<sup>th</sup>...fly anytime in that 24 hour period.** Thanks to you all. Blue skies/tailwinds! Perry

## Maneuvering the Swift on Grass Fields and Parking Areas

We have had some incidents recently concerning landing on grass fields. The Swift was built to operate off of grass fields as well as paved runways. It is rugged, the landing gear and airframe are very stout and can easily handle those stresses. However, as we have seen through the years there have been times when “stuff” does happen. We are talking about normal ground operations... not necessarily those of an emergency nature.

When landing on a grass field it is very useful...and a lot safer... to know a bit about the field in question. Most grass strips may be a little bumpy but in general they are fun to land on because of the extra cushion provided by turf. Sometimes a word of advice from a friend who has landed there, a quick call to the FBO if there is one or perhaps a low approach to look the field over can help you plan for that field. For the latest incidents it was pretty much just bad luck in that two of the Swifts fell into holes that some uncooperative critters had dug and failed to alert landing aircraft of their handiwork. Critters can indeed be very negligent...and they don't post “notams”. In both cases the damage was substantial but fortunately the injuries were minor. Other traps can include holes left behind for some minor drainage work and not properly repaired, some random digging by folks not conversant with the needs of aircraft or soft conditions due to rain or maybe just critters.

Additionally, you can have a companion issue such as stopping abruptly when taxiing or on takeoff/landing roll. With many of our Swifts with bigger engines it is fairly easy to put on one its nose (with the accompanying damage to prop, engine and cowling). Maneuvering on a crowded field with many other obstacles or aircraft such as Sun n Fun or Oshkosh also calls for caution. We have all been challenged by inattentive people on or near a taxiway either riding a golf cart, bicycle, or just moseying along. They do some unexpected maneuvers that border on just plain ignorance of being around an aircraft...but nonetheless it is just one more challenge for you to get to the parking spot.

Also, we have all faced the maneuvering in a wet or soggy field while parking at an airshow. These seem to occur with regularity during rainy periods and despite their best intentions, aircraft marshallers can put you into a bind when crossing taxiway edges ...either going into the edge or coming off of it...if you let them! Lots of arm waving, lots of urgent gestures as they try to direct you into your parking spot...but it is all on you if you put it on the nose. Proceed cautiously!

## Oshkosh July 17 – 24, 2016

Steve and Barb Wilson will once again be heading up the Swift activity this year. They have been notified by EAA that **Swift will have its own parking row once again.** Registration this year will be **directly through EAA** and Steve will not need to keep track of those planning to attend. But once you are there [contact them in the type tent or Swift row for details on the Swift dinner and forum.](#)

**EAA advises us to register if you are thinking of coming to Oshkosh.** They want to get a feel for how many Swifts and other special aircraft will be arriving. **To do this just go on the EAA web site and register. There is no cost and no penalty if you cannot attend for some reason.** They will sort it out and since this is our 70 Anniversary they plan on some special activities for us. If you are even thinking of going....please register via the EAA ASAP. We are also planning a forum and will have the Swift dinner as per usual. It would be great if we could have upwards of 30-40 Swifts attend. Lets make a good showing....see you there. Steve and Barb Wilson

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### Founded by

**Charles E. “Charlie” Nelson**  
1968

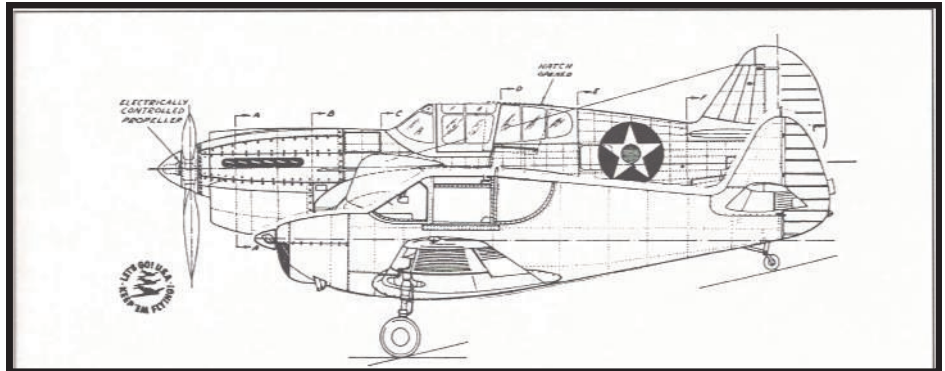
## Certifying the Swift for Production

By late 1944 it was apparent that the US and Allies were moving closer to winning the war. Germany was in retreat, had suffered tremendous losses on both the Allied and Russian fronts and though many more battles were to be fought...the impact of America's gigantic and total war effort had turned the tide. In the Pacific the island hopping campaigns were also taking their toll and with each advance the Japanese forces were being diminished and although they were still a formidable force they could not replace their losses in men and equipment. Accordingly, some of the huge war contracts were being completed and the aircraft industry started looking beyond the end of the war which surely would come to an end in 1945.

At Globe Aircraft, Bud Knox was evaluating Globe's prospects and though they had succeeded in getting certification for the first GC-1A (albeit with wooden wings) in 1942 he was sure the market would reward the company that could produce an all metal, 4 place, low wing, retractable gear aircraft with the expected advantage of the new lightweight engines of 150 – 250 hp. He was aware of what Beech was doing with their Beech 35 prototype and felt that Globe could compete well with them. He based some of his thinking on what was happening in the auto industry as they geared up for post war markets in that autos would be mostly sedans and the coupes and roadsters were on their way out. Globe had experience with the Bennett and of course the 600 AT-10s they had built for Beech. Bud Knox kept his opinions fairly close hold because it would be a company decision on the path they would follow.

In the Spring of 1945 senior Globe officials held a meeting to finalize their decisions on what path they would take. The first decision was that the GC-1A would be all metal and they felt that would be an easier approach with CAA since the aircraft for all accounts and purposes was already certified and they could get into the market faster. The second decision was that they needed to get established in the civilian aircraft market quickly with the two place GC-1A.... later they could consider other models. Based on what they had learned in 1942 with the first aircraft Bud Knox had a list of improvements so they could field a better aircraft. Globe brought in Hy Epstein an accomplished engineer and designer and they set to work on the first production aircraft.

Since the military aircraft industry was winding down many highly qualified aerodynamicists, engineers and designers were available and Globe hired several key people. Art Gomez was hired as Chief Draftsman and changed the general arrangement in interior design. Key engineers got busy with weight and balance, performance, load and flight characteristics since all that was required for a fully operational aircraft. Robert Pinkerton from Texas A&M and former NACA aerodynamicist was hired as was Ben Hammer for structural design and strength. Ben Warkentin was in charge of preliminary design and had great influence. One thing Bud insisted on was that the Swift follow closely the lines of the P-40 as originally designed. Everything about the Swift was based on the premise that this would be a modern, strong aircraft along the lines of the rugged designs of WWII aircraft. As it turns out....these people did a splendid job as evidenced by the rugged capable Swifts we enjoy today. During this process one major mistake was made and that had to do with the fuselage break just behind the cockpit. When they ran the aerodynamic tests they knew the "break" was not the best design but due to the press of time to get the Swift airborne, tested and certified by Dec 31, 1945 there was no opportunity for major changes before that time. (NOTE: The CAA regulations were schedule to change January 1, 1946 which would have greatly delayed Swift's introduction due to extensive testing required etc.) From testing they knew that the "break" affected drag and the tail surfaces. The other reason it was not changed was that to do so would mean that double curvature skin must be formed which was more time consuming and expensive to produce. Time was of the essence but it was a decision that the engineers said later was the biggest mistake in building the Swift. The penalty was a 15% increase in drag that they would just have to live with.



With as many changes as could be made, the first flight of the all metal post war Swift was made by test pilot Ted Yarbrough on September 7, 1945. Discussions, meetings, alterations followed with one thought in mind... get the Swift inspected by the CAA before the December 31, 1945 deadline. Globe was very fortunate in that they had a dedicated CAA member who was earnestly interested in getting the Swift certified. Charles "Ted" Von Rosenberg from the Kansas City CAA office bent over backwards to help keep the certification going and Globe could not have had a better ally within the CAA as they battled toward the deadline.



More experts came along at this point to help get the Swift certified. Three North American employees were among them: Eugene O. Clay was an artist and designer and his depictions of the Swift are timeless and perhaps his most famous is the "Cut away" drawing. (See page 8) Jack Wright and Jack Steppe were 5 year employees of North American and had been through the many changes with the P-51 in California. Their help became critically important in addressing the final issues with the landing gear, stall strips and the pitot tube. Nonetheless, it all worked out and the Swift was granted a provisional type certificate as signed by Ted Von Rosenberg on December 31, 1945! The final paperwork was completed and signed in Washington D.C. on May 7, 1946 by W. C. Weeks.

All during this critical period Mr. Kennedy was working on plans to address the \$8 Million in backlog sales and get production going ASAP. It was a hectic time for Globe and the Swift and the challenges would continue unabated in the coming years as finances were a major issue as was the need to change from the 85 hp engine to the 125 hp engine and the re-designation as a GC-1B. (Next month: Selling the Swift, Finance Problems, enter Bob McCullough and TEMCO.)

## Sun-n-Fun

Wonderful change this year.....GOOD weather. That pretty much set the tone for this classic fly in and rendezvous in Florida. The week started a little slowly for Swift but as we got to Tuesday and Wednesday we had gotten the total Swift count up to 16 or so. It was hard to miss the Swifts this year and we had a lot of visitors. John Drago and Perry Sisson did a great job of getting us parked in the first row behind the Grand Champions and our Swifts attracted nearly as much attention as those classics. Of course it didn't hurt that Perry had worked a deal to get us a pretty obvious bright yellow tent with Swift logos all over it. Perry had around 16 chairs for Swifters and visitors and they were filled most of the time for just jawing or watching the airshow. Carolyn and Janie kept things humming with their lunch fare...much like we used to do years ago. A very nice gesture...thank you ladies. Some raffle tickets were sold during the week but we have a lot more to sell. **Please call Pam....ASAP!**

Paul and Sandy Mercandetti arrived in their beautiful Swift...which has a fly-in magnet in it. In other words if there is a fly-in within reach...they and N84799 are there...never fails. Farthest traveled has to go to the Diamond Point Burrito Brothers....they didn't bring their Swifts but none the less 4000 miles is a long way to go for a fly-in. Gerry Mahoney, Ernie Hansen and Guido Perla and perhaps others were in that group and all plan on being at Swift National in June. They issued the challenge for all those other formation teams out there to get more formation practice....they plan on taking home the trophy once again. Heads up!. Cruising around the airport we saw lots of Swifters: Porter Houston, Bill Jennings, Robert Dickson and Robert Jr (along with P-51..."Swamp Fox"), Dave Carpenter, Asa Brown, John Davis (whose 180 hp Swift is for sale), Daniel McDevitt, Jerry Bauerle and Gary Dalton. Gary's beautiful black and polished Swift got special attention and was written up for a feature in the Sun-n-Fun news plus perhaps another magazine.



The Swifts were pretty much dominant as a massed display and made a much bigger impact than some other aircraft celebrating a birthday. We believe it was the most Swifts since 2006 or so. A group of 20 – 25 attended the Swift Dinner at Bonefish and per usual it was a great evening of fun and Swift camaraderie.

## Georgetown Southern Swift Air Group (SSAG)

This SSAG fly in at Georgetown was just a good old tire kickin', story telling venture with lots of fun thrown in. Robert and Roye Ann Dickson hosted the event at their WW II style hangar (complete with 48 star flag and accompanying P-51...Swamp Fox...flown by Robert Dickson Jr.). The weather stalled us a bit on Friday but Thursday arrivals got us going and all but a few were there on Friday anyway. The crew was fully assembled by Saturday PM when Paul Mercandetti flew up to Myrtle Beach to pick up Sandy just in from a trip. (Believe I told you earlier that Swift N84799 has a fly-in magnet in it.) Billy Budd, a new Swift member and Delta pilot joined us much as he had in March for Swift Camp. Dave Carpenter helped him a bit with an exhaust pipe issue but he was good to go in a very short time.



“Swamp Fox” was terrific and Charlie Sidenstricker luckily got a ride in it on Saturday as he and Robert dusted us off a bit with passes with that Merlin engine howling. Great fun. Charlie’s grin was totally ear to ear as he related his first ride in a fighter. Friday night was BBQ night in the FBO

room that was set up by Robert and Roye Ann. Great food and lots of tall tales. Jim and Carol Jones just got back from their 4 week tour of Europe but made it up to Georgetown despite some jet lag and fatigue. One unique story for next month was their rendezvous with Guillaume Feral and Olivier Lorino in Paris. That resulted in a terrific 2 ship formation flight up to Normandy for an air tour over the famous landing site in June 1944. The French Connection’s hospitality could not have been any more cordial and fun.

We were also joined by Jim and Eileen Wilson from their nearby grass strip as they flew over in their Cabin Waco. Love those old round engines.

Georgetown and Pawley’s Island withstood the raids of several Swift ladies on Friday and Saturday but the stores were a few bags short of their inventory when all was said and done. More great food Saturday night at Chacon’s Seafood and we pretty well closed the place to end the evening. Sunday was departure day...the weather was beautiful...winds were down...so what is better than blue skies and tail winds! Many thanks to Robert and Roye Ann for their well planned and executed Swift rendezvous!



Additional Georgetown photos..... Swift Maintenance .... Enjoying Swift friends and refreshing ice cream!



### Knoxville Air Show

Swift was well represented at Knoxville by Paul Mercandetti, Dave Carpenter, Jerry Kirby and Don Abbot as they flew in the airshow both Saturday and Sunday. They did a 4 ship fly by and capped it off with a missing man salute as well. They were hanging with some pretty exceptional folks such as the Blue Angles, the Aero-shell Team, and most of the top airshow acts from around the country. Way to go gents and thanks for showing the Swift flag. Well Done!

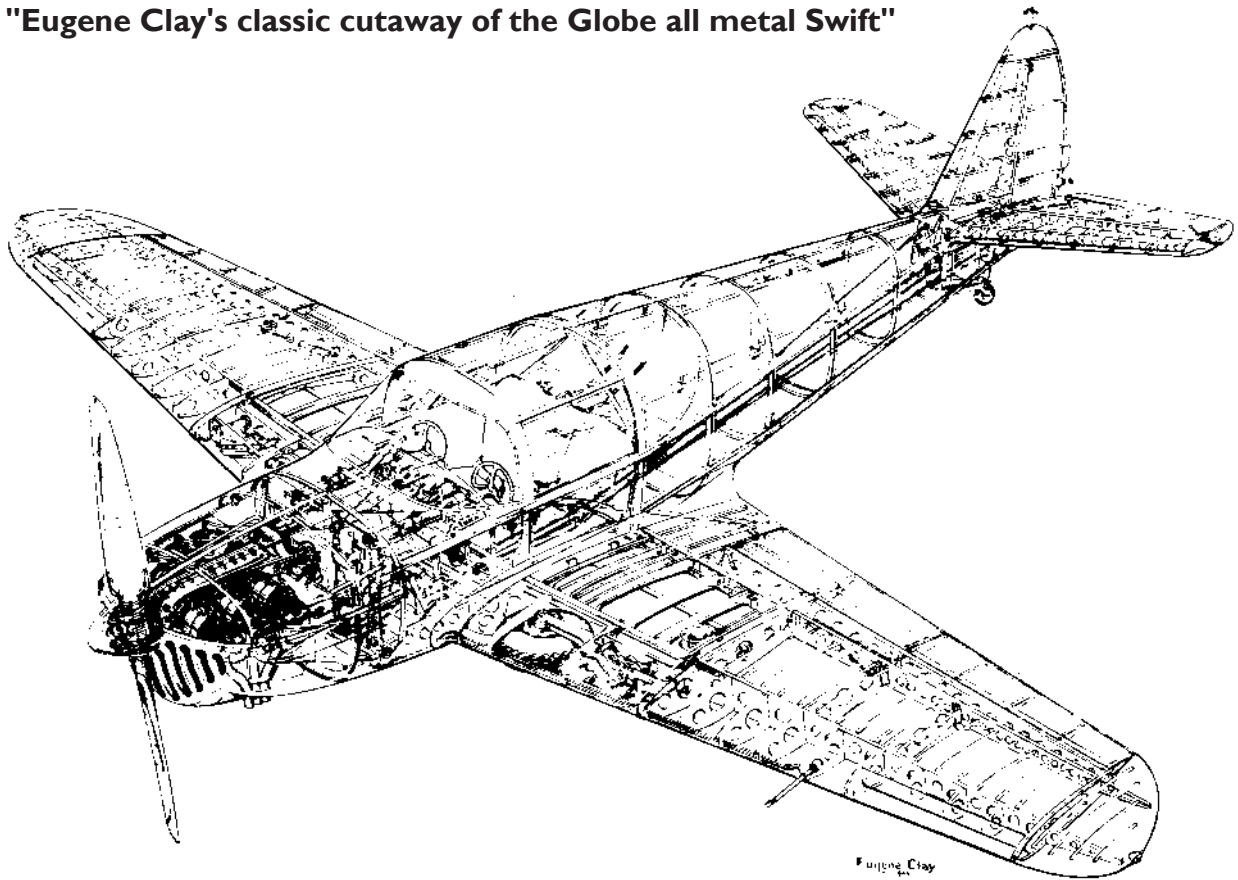
**Right:** Swift Formation Pilots Dave Carpenter, Jerry Kirby, Paul Mercandetti & Don Abbott.

**Lower left:** Swift Missing Man Formation.

**Lower Right:** N78012 owned by Jim Roberts on display with the "Blues" in action.



**"Eugene Clay's classic cutaway of the Globe all metal Swift"**



**Note:** Very nice Artist Prints of the original watercolor will be available for purchase at Swift National. If you are interested in owning one of these beautiful prints and are unable to attend please contact Swift headquarters.