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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 #7

June 2016

Welcome to Swift by Pam Nunley, Executive Director

A warm welcome to all of you who are making the trip to Swift headquarters for Swift National 2016. We do wish that all members could attend but realize that is not possible...nonetheless...we hope you can feel the vibes of Swift spirit wherever you are.

We are looking forward to a great week with friends and fellow Swifters as we take the next step into the future with the dedication of our new facility you have so generously provided. Our experience this year will be a little different than what we have experienced here at KMMI in the past and simultaneously it is very exciting.

We sincerely hope you enjoy your days here at headquarters and are pleased with what we have accomplished so far. It is important to note that your new Swift facility is here to serve you and you should also be aware that the Swift Museum is a living museum. We want to continually improve it and solicit your support in doing so. We were able to get and display many artifacts, items, pictures, etc. but we also realize that there is a lot more out in the Swift community that would be of interest to all. There will be additional displays built as we progress. If you have artifacts that you would like to share, let us know. There is still a lot to be done and we want to make the museum as complete as possible. Your input is important and we would like to share and make available as much information as possible. Our goal is to support and promote the Swift and to make sure its history is enjoyed for future generations.

Your design and display committee is exploring several different types of additional display possibilities. We will be asking for input from members and regional Swift groups as we move along. Please let us know if there is an area of Swift interest you would like to see in the museum. This is your organization...please enjoy it and share your experiences here with others.

Board Chairman's Remarks

It has been my distinct pleasure to serve as your Chairman for the past two years as we have moved Swift forward to meet our goals. I am personally proud of the small part I had to play in guiding the Board during this challenging period.

Your Board members are not just figureheads, they are workers and do many untold things on your behalf...for that we should be grateful and we thank them. I cannot tell you how much this organization owes Pam Nunley. She is the one person with the resident and deep memory of Swift, how it operates, what needs to be done, and of course she in many cases is the one that gets it done. You may not know how many weekends she works on your behalf but it is a lot. Her husband Jack has also contributed enormously to getting our facility finished out with proper electrical, plumbing, carpentry...in other words Jack can do it all...and does. It may not have been planned that way but Scott Anderson and Paul Mercandetti have been the ones to fill in for numerous tasks and without his help there would not be a complete facility as you see it today. Many others come to mind as I reflect on the past two years but what is one of the best memories is the support that we get from all over the country and of course internationally.

You should be proud of Swift, it may not be totally perfect but it is way ahead of any other type club that I know of. I want to thank all of the regional Swift Wings for their undying support and willingness to make it happen for all Swift members...for that is what we are really all about. Swift folks are the best and I am proud of all the friends I have made and just as important...those that I will make because of Swift.

You Swifters are a fun bunch...don't ever change. You pick up at the drop of a hat and fly off to entertain and show our flag. You have flown before hundreds of thousands world wide and will continue to do so I believe.

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

I want you all to provide the same support and assistance you have provided me to our next chairman and board. They need your help to keep Swift growing and improving. We also owe a great debt to our Membership President Jim "Frog" Jones for his guidance and special talent with fundraising. His work with aviation vendors and his push in selling raffle tickets has helped to keep us solvent. Well done! Blue Skies and Tail Winds to you all. All the best.....Will Roberson

President's Remarks

(Often in our lives a series of seemingly unrelated events separated by time and space may come together and create a melded tapestry that you could not otherwise plan or initiate. Seventy two years ago was one of the most momentous events in world history...the Normandy invasion of WW II. Seventy years ago the production Swift...based partially on a WW II fighter was the result of efforts of John C. Kennedy of Globe Aircraft, Robert McCullough of Temco, Pop Johnson, Bud Knox and many others. In 1969 a small group of newly organized Swifters held their first "National" in Ottumwa, Iowa. Forty-Two years ago I bought N3824K. Ten years ago serious planning for a new Swift Facility began in earnest. A few years ago some stalwart aviators in France fell in love with our Swift and flew them to their country to enjoy. Coincidentally, this Spring Carol and I enjoyed one of the most awesome flights we have ever taken....over the famous beaches of Normandy and the hosts were of course...good Swifters of the "French Connection"...namely... Guillaume Feral and Olivier Lorino. These unrelated events flashed through my mind and I realized the connectivity....and the common denominator was of course THE SWIFT. And next week we will gather to dedicate our new Swift facility, reflect on all of this, our friends both past and present, where we have been, where we are going, remember those who have passed but led the way while still with us...and talk still more of our common denominator...our beloved Swifts. It doesn't get any better than this! Jim Frog Jones)

Over the Beaches at Normandy by Jim and Carol Jones

Very few have had the opportunity and privilege of participating in a venture that my wife Carol and I did on a recent trip to Europe. Near the end of our journey we hooked up with Swifters Guillaume Feral and Olivier Loring in Paris and were treated to the very finest French hospitality. What a treat!. The plan was to fly Guillaume's and Olivier's Swifts up to the famous and historic Normandy Beaches of WW II. It was to be a flight of a lifetime for Carol and I.

We started out in a 2 ship formation and worked our way northwest over the beautiful French countryside toward the English Channel. As we flew along it was hard to fathom that the terrain below us had seen some of the fiercest fighting in two World Wars where there were thousands of casualties. Fortunately the weather cooperated and it was a very nice flight as we cruised along. I must say at this



point what an exceptional pilot Guillaume is as he pilots his modified Swift using all the hand levers he designed and got approved through the French Aviation Authority. As many of you know Guillaume is a delight to talk to and very knowledgeable on numerous subjects. Carol's flight with Olivier also went very well and as we approached the Channel I found myself full of excitement.

We were about to complete a 70 year connection to thousands of GIs, sailors and airmen who did so much to restore normalcy to Europe. It took very little imagination to visualize the thousands of ships

and landing craft near the beaches and in the harbors and we actually saw the last vestiges of the floating docks that were floated across the Channel from England. One could easily imagine the landing craft, the exploding shells, the wakes of ships and men on the beaches at Juno, Sword, Omaha, Gold and Utah. Thousands of aircraft attacking ground targets....it was all so real and yet a memory of a far off time. At one point in this flight we had the other Swift a short distance away in a profile shot heading toward the beachhead...it looked amazingly like a WW II fighter....which makes sense in that it



was designed by Bud Knox to nearly replicate the P-40. Very cool! And we will never forget the awesome and humbling site of the National Memorial and Cemetery at Normandy. We all owe those gallant men our eternal gratitude.

In retrospect it was all so surreal yet exciting. Thousands have visited this historic place...but how many have been fortunate enough to see it...fly it...feel it...from the air. Carol and I are very grateful to Guillaume and Olivier for their fantastic hospitality and willingness to host us for a very special event. It is for us...a lifetime memory that bridged decades of history. Only in a Swift!

AirVenture - Oshkosh, WI July 25-31, 2016

Many Swifters are already registered for Oshkosh and Steve Wilson reminds us to please do so as it will help with parking and planning for Swift row and the Swift banquet at a local restaurant. The registration for parking is via this web site: http://www.eaa.org/en/airventure/features-and-attractions/airventure-highlight-2016/2016_featured-aircraft-anniversaries/swift This will get you directly to the parking registration which EAA is doing this year.

Bo Mabry advises that no date and time have been set by EAA for our forum as yet. You can track this via the Air Venture web site or inquire when you get to Oshkosh. Possibly the forum will be on Monday around mid day as it was last year. Location to be determined. As soon as we get this we will advise via the July newsletter. Stay tuned!

Cottage Grove, OR July 15-17, 2016

The Northwest Swift Fly-In at Cottage Grove, OR is once again being hosted by Kent Koester and will have HQ at the Village Green Resort.

Kent advises that the Village Green will hold the block of rooms until June 15. Many from Washington, Oregon, Arizona and California have already registered. Rooms at the Village Green Resort are \$99 standard and \$119 deluxe. Plans are for a visit to the aviation museum, local musicians will provide entertainment, a special late night movie and a kayak expedition. Great food, great people, great fun.

Contact Kent at johnkent20@cs.com or 541-767-3826. The Village Green Resort is at 541-942-2491.

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Founded by

Charles E. "Charlie" Nelson
1968

In Loving Memory

Jeanie Collins 1930 – 2016

As many of you may have heard by this time...Jeanie Collins...one of our most loyal and beloved members passed away near her home in Portola Valley, California. Jeanie was a friend to all and a stranger to none who ever crossed her path. She and husband Dick Collins have covered just about every square inch of the USA in their Swift N 80772 over the years including innumerable trips to Swift National and many excursions to Alaska, Oshkosh and elsewhere.

Jeanie looked skyward early in her life and as a child built model airplanes rather than play with dolls like other small girls. At 10 years of age she kept a small book of flying lessons next to her bed and after several readings had it memorized. Finally, at age 14 she was deemed old enough for flying lessons and her aviation career began with flying lessons in 1945 at Weeks Field in Coeur d'Alene, Idaho. She soloed in a Piper J-5 Cub Cruiser after 9 hours and 25 minutes of dual time. Although Jeanie was a skilled horseman, seamstress, and good student she knew her immediate passion was flying and she got her private license in August 1947. At that point she had never landed on a paved runway and would not until the family moved to the Palo Alto area of California.



Jeanie finished high school and enrolled in the aeronautics division of the College of the Pacific and finished her freshman year there before the flying bug really got to her. She and fellow co-ed Beverly Wilson entered the 1949 Jacqueline Cochran AWSTAR race flying a Cessna 140. They were sponsored by Stockton Executive Air Service for the race which started at Lindbergh Field in San Diego, CA and ended at Amelia Earhart Field in Miami, FL. Jeanie and Beverly were the only college students in the race and Jeanie was also the youngest at only 18. They hop scotched all the way from coast to coast at the scheduled stops and in general had a great time plus it was a tremendous learning experience. They finished 11th out of 27 and averaged 96.5 mph for the trip.

After return from the race Jeanie started working for the Nystrom Aviation FBO at the Palo Alto airport. Nystrom was the distributor for Navion in Northern California and she gained tremendous experience in ferrying Navions around the state and once she got her commercial license she was allowed to fly customer's aircraft plus fly charter for Nystrom. While there she joined the "99s" and more importantly met her soulmate for life...Dick Collins. Jeanie also flew engine break-in sorties for the Navions and on 3 occasions had to "dead stick" the birds back to terra firma.



Dick and Jeanie got married while Dick was working as an engineer for Hiller Helicopter. Along the way they rebuilt a Taylorcraft and flew it for a couple of years and then got the itch to try something more challenging...the choice was between a derelict Navion or a derelict Swift. The Swift... N 89772... won and in 1966 they completed the refurbishment by adding a Lycoming 180 hp vs the 85 hp. N 89772 is still in the family though Dick does not fly it anymore. Being the total aviator that he is Dick requested good friend Gerry Mahoney take it and fly it to keep it current. Today N89772 resides at Diamond Point.

Along the way Jeanie became a talented draftsman and designer and was the head of Kaar Engineering Corporation's drafting department. Dick and Jeanie were early members of the International Swift Association which later became the Swift Museum Foundation, Inc. We use the term Swifters a lot in referring to Swift members and it was Dick and Jeanie that coined that phrase as they were always referring to themselves as "Swifters". She did a lot of work on the Swift Maintenance Manual by creating schematics and drawings and

also found time to engage in her love of quilting and designing silk screens for the West Coast Swift Wing.

Throughout her life...Jeanie never lost her passion for flying and was especially close to those in the Swift organization. It was she and Dick's life and they reveled in it... even in later years when it became more of a challenge to get to Swift National they never failed in their quest to rendezvous with their old friends. Jeanie in her last few years was afflicted with Parkinson's disease but she faced that challenge with courage, humor and passion. Her favorite thought was of her friends..."Friends are the most wonderful thing in the world". We will all miss this wonderful lady and are blessed to have known her.



Globe's Selling of the Swift - 1946

Mr. Kennedy was an accomplished entrepreneur and promoter of note. He started with Swift ads in the Globe Beam in 1944 to show the path for Globe after the war. Advertising panels were in newspapers, magazines and posted prominently in many airports and corporate offices. Active promotion in late 1945 and into 1946 produced an enormous backlog and arguably Globe was well ahead of the competition. People wanted this sleek and shiny modern aircraft as a welcome break from all the 1930's design and production traits. It help enormously that the Swift looked like the dynamic fighters of WW II which customers easily identified with.



**Captains Godfrey and Gentile with
BGen Frank Lahm....One of 5 pilots taught to fly by Wilber Wright**

In an all out blitz Mr. Kennedy hired two of the most famous and dashing fighter pilots of WW II....Don S. Gentile (32 kills) and John T. Godfrey (37 kills) to show people the Swift. The Swift and the fighter pilots attracted huge crowds wherever they went.

The advertising campaign was so successful that it led to millions of dollars in back orders. Unfortunately this had a down side later in that an expensive excess production run and under charging on the price of a Swift would ultimately lead to the demise of Globe Aircraft. This also led to serious discussions

with creditor Bob McCullough of Temco who was owed over \$1 million and whose own company was in danger of failing if something could not be worked out. In the end...Temco saved the last 400 or so Swifts and completed the production run in 1951.



Captains Godfrey and Gentile with Major General Curtis LeMay Air Force leader in both Europe and Pacific and later Air Force Chief of Staff and DoD Chairman of the Joint Chiefs of Staff."



**Captains Godfrey and Gentile with
aviation writer Gill Robb Wilson**



Robert "Bob" McCullough

Texas Engineering & Manufacturing Company (TEMCO)

Robert McCullough was born in Dumbarton, Scotland October 27, 1903 and graduated from high school at age 14. He served 5 years as an apprentice/journeyman to become a marine engineer and subsequently secured employment in the local shipyard. After this five year period he was sure his future lay elsewhere.....aviation! He finagled his way into another division of that company as an assembler in their aircraft division and worked on experimental aircraft being built by the British Air Ministry.

Mr. McCullough saved enough money to buy a cheap fare to America in 1927 and sailed into New York harbor and past the Statue of Liberty. He was young, nearly broke with only \$20 in his pocket but he was also filled with a strong desire to succeed. He soon found a job with Atlantic Aircraft in New Jersey building Fokker aircraft....his aviation career was launched.

What followed was a series of mergers that subsequently led to North American Aviation (NAA). Robert did very well and in only 6 short years he was promoted to General Superintendent of the NAA plant in Baltimore. In 1936 NAA President, "Dutch" Kindleberger

moved the plant to Inglewood, California and in 1938 Mr. McCullough was promoted to factory manager. After three years in Inglewood, Bob, was offered a 2 year job at Vultee Aircraft in Nashville, Tennessee with the challenge of bringing the troubled Vultee Vengeance Dive Bomber into production. He recruited some engineering help, corrected the deficiencies and secured a production contract from the Army.

As the 2 year job expired he was once again recruited by Dutch Kindleberger to return to NAA. His new job was Assistant General Manager for all 3 NAA plants in Inglewood, Kansas City and Grand Prairie, Texas. He set records while producing the P-51 with the Grand Prairie plant and was very proud of his work force. However, after V-J day he was ordered to close the Grand Prairie plant and return to Inglewood. Faced with only minimal prospects Mr. McCullough confidently decided it was time to realize a life long dream....establish and run his own company. Thus the Texas Engineering and Manufacturing Company (Temco) was formed.

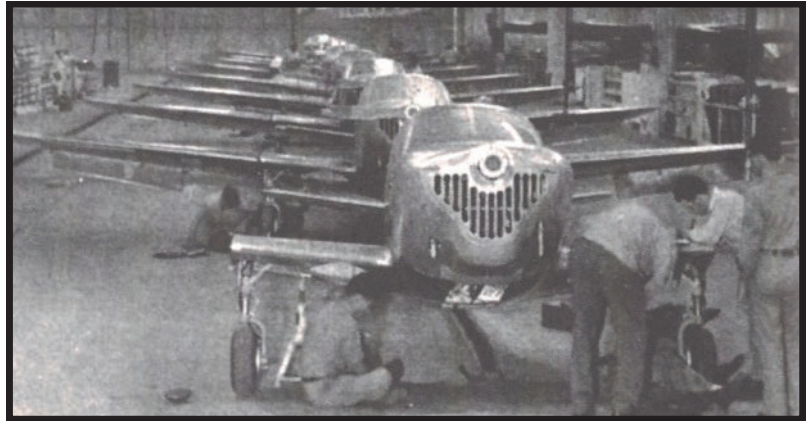
Other NAA executives from various backgrounds also decided to take the risk of starting a company: Orrin Gerthiaume, Al Graff, Bert Howard, John Maxwell and Otto Witbeck....representing manufacturing, planning, tooling and finance joined up with Bob McCullough and started planning for their new company that would be housed in the old NAA Grand Prairie facility with approval of the U.S. Government who owned the building. Subsequently, Robert McCullough and Bert Howard resigned from NAA in November 1945 and TEMCO was off and running with the assist of Republic National Bank of Dallas and a line of credit of \$800,000. A visit to Fairchild Aircraft yielded a contract for sub-assemblies on the C-82 and Fairchild also convinced Mr. McCullough to build 200 F-24 private aircraft for them. TEMCO additionally agreed with Globe to build 1500 Swifts and they rapidly ramped up to 2500 skilled employees and produced Swifts and F-24s in the same factory. TEMCO would also produce just about anything to stay in business and improve cash flow so they began manufacturing popcorn machines (28,000)...soft drink machines (2000) and 200 small farm tractors. In 1947 they were turning out 15 Swifts, one F-24 and 100 popcorn machines daily and business kept accumulating.

Along with Globe they soon out produced their demand and Swifts began to stand idle near both the Globe and TEMCO factories. Mr. McCullough soon became concerned about the lack of payment from Globe and thus conducted his own audit...as a result he learned that Globe was in dire straits financially and they were selling Swifts for less than it cost to build them. This was particularly threatening to TEMCO because they still owed the Republic bank of Dallas most of their \$800,000 they borrowed for start up costs.

Mr. McCullough quickly met with Mr. Kennedy over at Globe and learned that Globe could not pay him and they too were broke. Globe would subsequently declare bankruptcy and all production stopped. All employees at Globe were laid off except two: Cotton Condor and Roy Gowin. These two would then become the Globe Parts and Service Department who kept Swift owners in parts, helped repair Swifts and ultimately they would ferry the 100+ Swifts to Temco after the bankruptcy proceedings and buyout by Temco.

Like all bankruptcies the one for Globe was messy with creditors, bankers, steering committees, layoffs and delays while finances and assets were appraised. All Globe assets were frozen thus no Swift were built in 1947 except one in January of that year. When Mr. Kennedy lost control of the company via a proxy fight he decided to close the doors in January 1947. Through many maneuvers, the banks and investors wrangled for several months until it was decided to sell off all assets. Mr. McCullough and Temco would be one of the key bidders along with Mr. George Newman a previous Globe VP. To prepare for the bidding, Mr. McCullough again went back to Republic Bank with his story even though he had not yet repaid the original \$800,000 line of credit. Basically, he convinced the Bank that the remaining Swifts were of no value unless he could have it all since the engines belonged to Globe. In this way Temco could build out the line, improve the product and he guaranteed they would sell them

all...at a profit. He was allowed another \$400,000 for the bidding...which proved to be just adequate since the bidding stopped with the Temco bid of \$398,000. Thus the completed and partially completed Swifts, parts, jigs, materials, production equipment all was packed up and sent over to Grand Prairie and Temco. Mr. McCullough's business acumen was put to the test in producing the Swift and his actions saved the last 400 or so Swifts...for that alone...hundreds of Swift owners are thoroughly grateful.



All of the 105 Swifts at the Globe factory airport were gradually ferried over to Grand Prairie and some changes were made to those Swifts where financially feasible and production again began on the remaining Swifts. Essentially, all the Temco Swifts came out of the factory with 125 hp engines, the Globe emblem was changed to the Red Swift emblem, the canopy structure was strengthened, the trim stripes were changed, the hat shelf became flat and the "D" windows were installed. There were 260 aircraft in this series and production ended in 1951 with N2460B.

Subsequently, Temco merged with Vought and operated successfully throughout the 1950s and in 1961 brought Ling Electronics into the company to form Ling-Temco-Vought (LTV). It became a huge success. Their success in the 1950s coincided with the huge military buildup caused by the Korean and Cold Wars. They built components for many different aircraft during that transition to jet period such as the F-101, F-104, B-47, and the P-2.

Mr. McCullough served as Chairman of the Board for LTV until his retirement in 1970. He continued to be very active in the Dallas area for many years and was exceptionally well liked and respected. Mr. McCullough passed on in 1995...a true icon and giant in the aircraft industry.

The Swift Type Certificate

When Temco decided to get out of the small civilian aircraft business in the early 1950s they found a willing and capable buyer in Steve Dyer and Don Vest of Vestco in Colorado. Vestco had been buying derelict aircraft to repair and sell. They soon felt they could do more if they could manufacture and sell parts and accordingly began a search for Type Certificates to buy. Eddie Dyer on behalf of Vestco purchased Temco's entire Swift project on May 27, 1954 which included manufacturing rights, engineering, tooling and spare parts as well as the CAA Type Certificate. Everything was moved to Sky Ranch airport...the largest private airport in the world.

In 1956 Eddie Dyer bought Don Vest's share in the firm and changed the name to Universal Aircraft Industries...Univair...for short. He pledged that the Swift would not become an orphan airplane and he kept his word! Unfortunately in April 1963 Eddie Dyer died and later that year his widow...Veda...sold the company. The new owners soon brought the company to bankruptcy but in 1966 Veda managed to buy it back and re-opened under the name...Univair Aircraft Corporation. In 1971 they moved into their present location in Aurora, Colorado...a new facility on a 4 acre site. Univair's ownership passed on to the next generation in 1974 when Veda's son Steve became president of the company. For the 26 years that Univair owned the Swift Type Certificate, Swift owners were well served by having a reliable firm provide them with parts.

In 1980 Steve Dyer called Charlie Nelson, President of the Swift Association to inform him that they had been approached by a foreign company to buy their Swift project. The intent was to move it off shore, use it for training people to bend metal and NOT build or supply parts.

Charlie and the Board swung into action and after an emergency meeting...decided to buy the project from Univair. This seemed like an impossible task with only a few hundred dollars in the bank but they went to meet with Steve Dyer anyway. They found that Steve was very agreeable and compassionate about getting the project into the right hands and a deal was struck in March. A massive fund raising effort was started (albeit in the middle of a recession) that resulted in over 50% of Swift members saying they would do their part. Swift made all of their payments and completed all obligations on time in March 1982.

A real tribute to the spirit and drive of the Swift organization.

Along with the fund raising efforts was the issue of where to put all of the equipment, jigs, parts and equipment. Facilities were found at McMinn County airport and it was decided to go that route. A 50 x 80 hangar was donated by local Swift owners Jim Sliger and Charlie Nelson and another local Swift owner Dr. L.H. Shields donated a 60 x 120 derelict and partially constructed hangar. The agreement was that Swift would be given a long term lease...free... if they would complete the building in order to house, store and organize the truckloads of items soon to be enroute from Univair.

On schedule, the truckloads of disorganized parts, jigs, tools, punch dies, trim patterns arrived. What ensued was a monumental task of identifying, sorting and organizing all of the items. It was a seemingly endless task. Many helped with the process but the leader was R.S. "Sam" Wickham who got it organized, led us and saw the project to a successful conclusion. Without his guidance it may never have been done satisfactorily.

Cont..

Today as you walk through our new facility for parts you can see what Phase Two has become...organized, well lighted, plenty of work space and a complete parts source for all Swift members. As you go through the shelves you can feel the presence of Charlie Nelson, Sam Wickham, Carl Weddle, Joe Ranson, Pam Nunley, Dave Carpenter, Stan Price, Paul Mercandetti, Scott Anderson, Bo Mabry, Bud Brown and the many Swifters who helped to make it happen. We are forever grateful for this gift!

