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Swift Museum Foundation, Inc.



Volume XLIX Issue #1

December 2016

EVENT SCHEDULE

2017 Fund Raising Raffle
Tickets will be available
March 1, 2017

Sun-n-Fun 2017
April 4-9
Lakeland, FL (KLAL)

West Coast Swift Fly-In
Early June, Dates TBA
Jackson, CA (KJAQ)

EAA AirVenture 2017
July 24-30
Oshkosh, WI (KOSH)

Triple Tree
September 6-10
Woodruff, SC (SC00)

Swift National 2017
October 4-8
Hosted by RRSW
Cleburne, TX (KCPT)

Executive Director's Comments by Pam Nunley

Let me take this moment to thank each and every one of you for your support throughout 2016. Wow... what an awesome year for Swift!

As an organization, we have come a long way since 1968. Who could have imagined where we would be in 2016? One person surely must have... Charlie Nelson. Thanks to his vision and dedication as well as the help and support of those early Swifters the Swift Association (soon after to become the International Swift Association) came into being. With replies to a Trade-a-Plane ad and the first newsletter dated December 7, 1968 your Swift organization came to life. After writing the newsletter each month for 43 years Charlie was forced to retire due to failing health. It now takes several of us to carry on with this high standard.... Each and every month I am reminded and amazed at the commitment and tenacity it takes to get the newsletter completed. This was done for the love of the Swift and you the membership. And... we will continue to carry the torch.

This newsletter marks the beginning of our 49th year. There is so much to be said for the Swift and its caretakers. I can remember asking Dad (Charlie) early on, "What is so special about the Swift?" His reply was "Its built the way an airplane should be built." That one sentence helps to explain part of the Swift's longevity. The other is the meticulous care and caring attitude of its owners throughout the years.

The love of this little bird has enriched so many lives and fostered friendships world wide that we would have otherwise not enjoyed. I like to refer to the Swift organization as our Swift Family. That is what we are. Every member is eager to help one another and share their knowledge and experience to help new owners and members enjoy their Swift to the fullest extent. So, if you are new to the Swift and the Swift Museum Foundation, Inc., please know that you have a "family" friend just a phone call away. Don't hesitate to give us a call here at headquarters if you need parts or information. If we don't have the answer we can put you in touch with someone who can help.

Suburban Donation: We want to extend a very special THANK YOU to John and Susie Johnson (Sequim, WA) for their generous donation of a Chevy Suburban. This is a much needed asset for the Swift Museum for use

SMF Committees**Executive**

Pickens Freeman
Paul Barnett
Sam Swift
Dave Carpenter
Pamela Nunley

Nominating

Pick Freeman
Will Roberson
Pamela Nunley

Audit

Pickens Freeman
Paul Barnett
Sam Swift

Finance

Sam Swift
Pick Freeman
Pamela Nunley

Fund Raising

Jim "Frog" Jones
Gerry Hampton
Ernie Hansen

Newsletter

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

Roger Weber
Scott Anderson
Pamela Nunley
Paul Barnett

IT/Web

Tracy Rhodes
Jim Jones

Aging Aircraft

Steve Wilson
Ken Coughlin
Dave Carpenter

during our events and for day to day fly-in visitors. John is one of our newest Board Members. He is retiring from FedEx later this month and I am sure he will be glad to have more time to spend with his family and the Swift..... After all the "honey do's" are caught up, of course. Thank you John and Susie for this awesome gift!

Holiday Schedule: Please note that we will be closed beginning **Friday, December 23rd thru December 30 for the Christmas holiday.** We will return on January 2nd for Inventory of the Parts Department. We will be in the building but will not be taking calls during inventory. However if you have an AOG situation, please leave a message and we call you back. **Swift will re-open on Monday, January 9th on our regular 9 to 5 schedule.**

*Wishing you a very Merry Christmas
and a prosperous, Swift filled New Year!*

Board Chairman's Comments by Pick Freeman

I am still envious of my good friend and predecessor Will Roberson. He is so scholarly and slick with words that he has no trouble getting his point across as a writer. I, on the other hand, have a very difficult time writing. After all, I am just a professional pilot trying to scratch out something meaningful. First, let me wish you a very **Merry Christmas and Happy New Year.** I can do that, since this is a holiday for Christians like me. Don't get me wrong, because I wish a happy holiday season to each of you no matter what your faith.

The Swift organization has made great strides in 2016! Our success is due to the support of you, the membership. Thank you for your support and encouragement. We were able to cater and have a successful Swift National fly-in at Athens this year and we will have another great fly-in at Cleburne, Texas in 2017. Make your plans to join us at this great event being sponsored by the Red River Swift Wing.

Your Board of Directors held the Fall BOD meeting in October at Swift headquarters and addressed several topics. Some of the topics discussed and voted on are:

1. Continuing efforts to maximize our Endowment Fund account.
2. Explore data preservation options.
3. 2017 Fund Raising Raffle details finalized. (More information in next months newsletter.)
4. Begin Phase III as funds become available in the Building Fund. Phase III will house our large salvage parts and tooling as well as allow us a designated area to maintain our museum aircraft and displays. This final phase will mark the completion of our master building plan.

The world of Swift means a great deal to me and I hope for you, also. I'm down for maintenance with tail wheel tire problems, a Century One autopilot failure, and an electric trim installation. The hangar is now getting too cold to work in the early morning, and my fat belly does not allow me to move with great agility within the cockpit of a Swift, even one with a sliding canopy. If you own a Swift parts are a priority as it is with your Board of Directors. We are constantly working to insure that Swift parts are available. This process is becoming more and more difficult but we are looking for ways to keep the Swift flying. As with any 501(c)3 organization funding is always an issue. So please keep your Swift Parts Department in mind when you contribute. Any gift to the Swift Museum Foundation, Inc. can be designated to any one or combination of the following:

General Operating Fund
Parts Fund
Endowment Fund
Building Fund

There are 95 Globe Factory Bricks left. There are no more.... So, keep this in mind as you plan your giving. Contact Pam at Swift Headquarters.

We have had very bad luck with CFIT (controlled or uncontrolled flight into terrain) this year. I think I know of four instances resulting in belly and gear damage. Parts for this type of repairs are either not available or are becoming more difficult to obtain. Proper check-outs and training are essential to preventing these types of unnecessary incidents. Please use your noggin and checklists. There are not that many Swifts left, so please be careful.

Remember, keep the blue side up! And Buy a Brick!!

Swift at Pearl Harbor (Submitted by Jim Roberts)

No, you are not reading that wrong. This weekend Carolyn and I were watching video of the 75th Anniversary Commemoration of the attack on Pearl Harbor.

Toward the end, we were dumbstruck when the Lt. Commander at the podium announced that a Globe Swift would be flying past. He gave a nice summary of the history and characteristics of the aircraft to boot. This is the link:

<http://www.hawaiinewsnow.com/category/318818/pearl-harbor-75th-anniversary>

The video was not a close shot, but a nice Swift with smoke. The plane first appears between 1:18 and 1:19 (that's hours and minutes) on the video, then again at 1:22- 1:23.

We have a members in Hawaii. They are Maj. Jason Redmond and Bruce & Carlene Mayes. We will do more checking and hope to bring you a full story in a later newsletter. Bruce or Jason, if this is you please let us know.

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Founded by
Charles E. "Charlie" Nelson
1968

President's Comments—Jim 'Frog' Jones

2016 is coming to an end at a very rapid rate and we are preparing for 2017. The fundraising efforts for 2016 generated a total of \$91,315.00. Following is a breakdown of how these funds were raised.

2017 Raffle \$62,000.00 *** Factory Brick & Building Fund \$10,491.00 *** Silent Auction & Door Prizes \$7,245.00 *** Parts Donation \$5,150.00 *** General Donations \$5,128.79 ***

As you close out your year please consider adding the Swift Museum Foundation to your Giving list and reflect on the Gifts we receive of the freedom of flight, being blessed with the ownership of such a wonderful flying airplane, our Swifts. We are also blessed to be part of one of the best type clubs in aviation. We are blessed to have the museum and parts facility, to display the beautiful collection of classic aircraft and supply parts to our members to keep their airplanes flying. We are blessed to have a great group of volunteers who donate their time, energy, cover their own expenses while doing work to improve our museum facility, assist Swift owners in keeping their Swifts safe and airworthy and moving donated Swifts around the country or to Athens, TN.

The next fundraising efforts will be to generate revenue to replenish any shortage of parts in the parts department that may be keeping our members from enjoying flying their Swift. Phase III of the museum is also in the near future.

In the next several days there will be a mailing, with a brochure showing the museum, parts department, factory brick cabinet and various photos of Swifts in flight. This will be used to help validate what the Swift Museum Foundation is, with the opportunity to purchase a factory or replica brick. This mailing will go to our current vendors and other providers of parts and accessories for the aviation industry. Sylvia Brown did an outstanding job on creating this brochure. We may have it placed on the webpage soon.

A raffle is approved for 2017, tickets will go on sale March 1st with the drawing at Swift headquarters in June, more information to follow next month.

There are 95 factory bricks out of the original 150 left to be sold. Please consider contacting Pam today and place your order for your first brick or an additional brick, one member has purchased 15 bricks. Or perhaps just call Pam and let her know you would like to make a donation in the amount you are comfortable with.

Merry Christmas and a very Happy and Prosperous New Year



Lycoming "New" Old Learning Technique by Steve Roth

Interesting read as it is a broad and complicated subject. Also read Lycoming Service Instruction No. 1094D. Having some experience with fuel-injected Lyc IO-360-A1B6 and being an avid reader (as well as a bit ECD), I have done some reading over the years, and listening to "experts". My comments below may or may not be in response to the Lyc document or SI 1094D -- just my comments for discussion.

Carbureted engines are another entire story so I won't discuss them. Given the vagaries of fuel mixing with a carb, things are not as controllable and consistent as with FI.

A lot of the material to read discusses Turbocharged engines. Sometimes the discussion is hard to filter out the TC stuff.

Here is what I have learned and follow. Again, all engines even of the same model are different and we all have opinions on what we read and what we believe, and how we manage our engines.

My procedure:

- For max engine life, keep CHT's at 380 deg or below
- Lean EGT 150 degs ROP (some say 100 ROP)
- Do not run LOP

I am running GAMI's. I got GAMI's not to run LOP, but to get better and consistent performance. My old engine had Lyc injector nozzles. The GPH in each cylinder were all over the map. So, I got GAMI's. There were improvements in temp consistency. I just got a new engine (same model) and tried the Lyc-supplied (new stuff) AVSTAR (AVSTAR replace Bendix FI) nozzles. The GPH and temps of each cylinder were all over the map. So, I installed the GAMI's I already had and things pretty much leveled out. The temps and GPH were different from my last engine but acceptable.

My oil temps are easy to maintain below 200 Deg so that is not a factor.

AVGAS is not cheap, but engine costs are expensive (I know that for a fact as I just bought a Lyc "Zero Time" engine. I would rather burn an additional GPH or two and keep my temps down. I do not lean aggressively, but have been leaning my highest CHT. I do not run LOP - anecdotal stories have convinced me to avoid it. My last engine the Cyl #3 was always the highest. This new engine has #2 or #3 highest (by about 50 degs) and depends on many factors - MP, altitude, leaning, etc. I can get fuel burn at or lower than "book" and stay within my temp limits.

If I want to go faster, I dial in more power (MP and RPM), but I keep an eye on temps, predominately my CHT's. My least concern is my fuel burn.



Gorgeous photo courtesy of our “French Connection”