

HQ'S 423-745-9547
PARTS 423-744-9696
FAX 423-745-9869

SWIFT MUSEUM FOUNDATION
223 COUNTY ROAD 552
ATHENS, TENNESSEE 37303

MCMINN CO. AIRPORT (KMMI)

EMAIL:
SWIFTLYPAM@AOL.COM

WEB SITE:
SWIFTMUSEUMFOUNDATION.ORG

Swift Museum Foundation, Inc.



Volume XLIX Issue #2

January 2017

President's Comments by Jim "Frog" Jones

2017 brings the World of the Swift into its 71st year. Of a little over 1,500 Swifts produced, in the years 1945–1952, there are approximately 700 still on the FAA Registry with an estimated 300 actively flying. However, the world of the Swift is experiencing a high incident rate with considerable damage to these beautiful Swifts. The root cause of these incidents/accidents appears to be Swifts purchased by pilots who do not have a tailwheel endorsement, have a tailwheel endorsement but have not flown a Swift or checkout by a flight instructor authorized to give a tailwheel endorsement, but has not flown a Swift. In 2003, due high incident/accident numbers, the SMF recognized a need to establish a Swift Checkout Procedure/Recurrent Training Manual. In order to preserve our Swifts for the next caretakers, members were encouraged to not sell their Swift unless the buyer agreed to purchase the Swift Checkout/Recurrent Training Manual and AGREE to a checkout by a Swift Check Pilot. Somewhere along the way we lost focus on protecting the limited numbers of Swifts we have left. It appears skill levels are over rated, egos are large or we want to trust what the potential buyer is saying about getting a proper checkout. Whatever the reasons, when agreeing to sell your Swift be sure to ask the buyer, regardless of his/her flight hours, tailwheel experience, number and type airplanes he/she has flown, that they agree to a checkout by a Swift Checkout Pilot.

The Swift Museum Foundation needs help in the following areas;

- Newsletter articles on maintenance issues and tip, flying adventures, safety issues/suggestions, local fly-in reports or any article you feel may be of interest to the membership.
- Suggestions on improving the webpage and a volunteer to keep the webpage updated on a regular basis.
- Volunteers to finish the assembly of serial #3 in preparation of hanging in the new museum.
- Regional host for Swift Gatherings, weekend events, breakfast or lunch.
- Checkout Social Flight www.socialflight.com, and attend various fly-ins and aviation events to showcase and promote the Swift. Few airplanes have the ramp appeal of the Swift.
- Give a membership to the SMF to a friend.
- Purchase a Factory Brick, Replica Brick or perhaps it is easier for you to purchase a Factory Brick with a friend or wingman.

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)

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

- When paying your dues, round off to \$100.00.
- Make purchases from the Swift Store.
- Sell tickets for the 2017 Swift Museum Foundation Fund Raising Raffle, going on sale March 1st with the drawing on June 24th.

Third Class Medical Reform — *As written in AOPA*

Third Class Medical Reform and what it means, perhaps it will allow some Swift owners with questionable conditions to continue flying their Swifts or create a larger market and interest for the Swift.

Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)

Flight rules: Day or night, VFR or IFR

Passengers: Up to five passengers

Aeromedical factors: Pilots must take a free online course every two years and visit their personal physician every four years

Altitude restriction: Up to 18,000 feet msl.

Airspeed limitation: 250 knots indicated airspeed

Pilot limitation: Cannot operate for compensation or hire.

Third Class Medical Reform

The FAA has released a [final rule on third class medical reform](#), though it will be several months before pilots can fly under the new program that the agency has named BasicMed.

Teams of AOPA experts are examining the Jan. 10 announcement, which at first look appears to closely mirror the [legislation signed into law on July 15, 2016](#). **Pilots should note that BasicMed will not be effective until May 1, so they cannot fly under the rule until then.**

"BasicMed is the best thing to happen to general aviation in decades," said AOPA President and CEO Mark Baker. "By putting medical decisions in the hands of pilots and their doctors, instead of the FAA, these reforms will improve safety while reducing burdensome and ineffective bureaucracy that has thwarted participation in general aviation."

During the announcement, FAA Administrator Michael Huerta said, "I believe BasicMed is a win for the general aviation community, and I'm happy that our FAA team has brought it across the finish line."

In the near future, AOPA will be offering a free online medical course to let pilots comply with the BasicMed rules. The course is just one part of a range of AOPA's Fit to Fly resources for **pilots** and **physicians** created to help people take full advantage of BasicMed. The Fit to Fly resources also include an **interactive tool** that helps you determine if you qualify for BasicMed as well as **FAQs** and other important information for you and your doctor.

Under the reforms, pilots who have held a valid medical certificate any time in the decade prior to July 15, 2016, may not need to take another FAA medical exam. The 10-year look back period applies to both regular and special issuance

medical. Pilots whose most recent medical certificate was revoked, suspended, withdrawn, or denied will need to obtain a new medical certificate before they can operate under the reforms. Pilots who have never held an FAA medical certificate, including student pilots, will need to go through the process one time only.

After meeting the initial requirements to fly under the reforms, pilots will need to visit any state-licensed physician at least once every four years and take the free aeromedical factors online course every two years. The course will be available for free on AOPA's website. A certificate of completion of the course and the checklist from the physician must be kept in the pilot's logbook; alternatively, pilots may carry a legible representation, such as a smartphone image, of the document to be able to show to an FAA inspector if asked. The checklist will be a four-page form that includes instructions for you and your physician. No information from the checklist you complete along with your physician is sent to the FAA.

"The course will put the focus on safety," said AOPA Pilot Information Center Medical Certification Section Director Gary Crump. "We encourage members to take notes as they work through the course so they're prepared to answer the questions at the end."

Chairman's Comments by Pick Freeman

Fellow Swifters, Happy New Year and I hope that you received all the Swift gadgets and toys that your wallet could absorb. You can still order that new ADS-B and beat the rush. I did get a nice check for \$500 from the FAA as an incentive to beat the rush. If the offer is still good, by all means, take advantage of it. I got the Garmin GTX345 and am quite happy with it. I didn't know it could show so many airplanes on my Garmin GTN430, but it does. Now I get apprehensive when I can see the traffic and be warned, since I didn't know about them previously. Definitely a safety upgrade. I can't recommend the upgrade enough. I am also having a Century I autopilot problem. I sent the gyro and the servo back to be overhauled and when they came back, I still found they would not track the course nor turn the plane in the heading mode. We're still working on this problem. Should any Swifter have any ideas, please call me and let's talk. I love talking about Swifts. But I crave an operable autopilot.

The next item that I'll bring up is a problem that is becoming all too common and not good for our organization. We have had another Swift with a ground loop, shear the gear wreck. This one was out in the Austin, San Marcos, Texas area. This was another unqualified pilot that thought he knew how to fly a tail dragger, but obviously did not. I understand he was with a non-Swift instructor when they did the ground loop. I also heard that it got at least one gear, wingtip, and prop. All my contacts and conversations with other Swifters say this could have been avoided had the pilot trained to Swift requirements and standards. He was being trained, but lacked tail wheel time and total airplane time. All too sad. The Swift was #387, converted and restored to perfection by Bill Jennings down in Dalton, Ga. Before Bill sold it, he had been to the west coast 27 times and to all the fly-ins, garnering numerous awards and decorations for himself and the plane. This is so sad to see a beautiful machine like this so badly scarred and wrecked. But the worst thing about this incident is there are now no parts to fix this plane, or if there are, they will be nearly impossible to find. More on the parts next month. Thanks for your patience and keep the blue side up!

Board of Directors

Chairman

Pickens Freeman
5512 Crowders Cove Lane
Lake Wylie, SC 29710
pickfreeman@bellsouth.net

Vice Chairman

Paul Barnett
P. O. Box 546
Brookhaven, MS 39602
pbarnett@pbnissan.com

Scott Anderson

779 Hwy. 39 East
Athens, TN 37303
dsanderson08@aol.com

Mark Holliday

P. O. Box 243
Lake Elmo, MN 55042
markh85@aol.com

John Johnson

111 Lupine Drive
Sequim, WA 98382
smokeys49@hotmail.com

Jerry Kirby

P. O. Box 57
Westmoreland, TN 37186
jelikirby@yahoo.com

Sam Swift

7057 Cotton Blossom Lane
Nashville, TN 37221
flyboycpa@aol.com

Bryce Ulmer

75 Teal Court
Locust Grove, GA 30248
bryce.d.ulmer@delta.com

Roger Weber

757 Luscombe Street
Independence, OR 97351
rogermichaelweber@hotmail.com

Honorary President

Jim "Frog" Jones
1061 Devon Drive
Madison, GA 30650
jim@dixie-industrial.com

Executive Director

Pamela Nunley
175 Co. Rd. 653
Athens, TN 37303
swiftypam@aol.com

Dir. of Special Programs

Perry Sisson
N Fort Myers, FL
diamond2055@aol.com

Historian

Kenneth B. Coughlin, Jr.
Oklahoma City, OK
swiftlyken@aol.com

Founded by
Charles E. "Charlie" Nelson
1968



The Swift Association was founded in 1968 by Charlie Nelson who placed an ad in Trade-A-Plane for Swift enthusiasts. It grew from just a few owners in that original meeting to over 900 members through the years. While operating as a 501(c)3 and staffed by volunteers they have been successful in many respects:

- Purchased the Swift Type Certificate in 1982.
- Acquired thousands of parts to keep the Swift fleet airworthy.
- Promoted safety for members through formal checkout programs and maintenance clinics.
- Became one of the earliest signatories of the FAA sanctioned FAST Formation Program.
- Planned and built a new headquarters and museum in Athens, TN.
- Swift has one of the finest parts departments in civil aviation and meets all its members needs quickly and efficiently.
- Promoted the recovery and rebuild of many Swifts ...some of which now reside in the Swift Museum.
- International members and owners from 12+ countries.

Of the original 1,500+ Swifts built, over 700 still exist with more than 300 actively flying. The Swift is rugged as it was built to high standards in WWII aircraft factories and its graceful lines are unequalled when compared to more contemporary aircraft. Flying a Swift is one of the great joys in aviation....ask a member...you'll be glad you did.

The Swift Museum is located at the McMinn County Airport (KMMI) in Athens, Tennessee approximately 60 miles southwest of Knoxville, 50 miles northeast of Chattanooga and 170 miles southeast of Nashville. 223 County Road 552. Call for detailed directions.

The Swift Museum Foundation, Inc. became a 501(3)c non-profit, member supported organization in 1977. All donations are tax deductible. Membership details are available by contacting Museum Headquarters. Benefits include sharing over 70 years experience in the care and maintenance of the Swift by thousands of members and a monthly newsletter.



BE A PART OF HISTORY with an engraved brick! The Swift Museum Foundation is currently raising funds for Phase III. We are offering original Globe factory engraved bricks retrieved from the factory near Fort Worth for a \$1000 donation. Replica bricks will be placed around the original 1942 Swift flagpole at the corner of the museum for a \$150 donation.

1946 - 2016



Original Flying Magazine ad from 1946

70 Years and still flying!



Swift Museum Foundation, Inc.

223 County Road 552
Athens, Tennessee 37303

Off: 423-745-9547

Parts: 423-744-9696

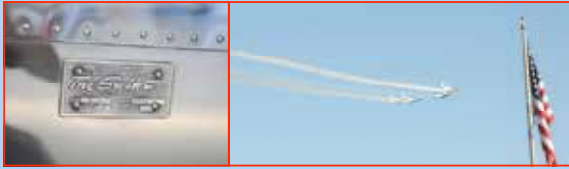
www.swiftmuseumfoundation.org

swiftlypam@aol.com

Museum Hours:

9:00 - 5:00 Monday - Friday

****This is our new brochure designed by Jim Jones and Sylvia Brown**



The Swift Aircraft

This beautiful iconic aircraft evolved out of a desire to produce a rugged, reliable, two seat low wing monoplane unlike most of the tube and fabric high wing aircraft being produced in the 1930's and early 1940's. Mr. John Kennedy was an entrepreneur who was somewhat new to aviation, but had a vision that aviation was rapidly becoming the wave of the future and that his company would be part of it. Globe Aircraft first started with a prototype designed by "Pop" Johnson. It was, however, still a tube and fabric aircraft. Mr. Kennedy hired a bright young engineer "Bud" Knox to help with the transition to metal. Mr. Knox had extensive experience and had helped with the design of the DC-2, DC-3, DC-4, Spartan and the Curtiss P-40. In the end, Mr. Knox's insistence on an all metal aircraft proved to be the right formula and after WWII in 1946 Globe rapidly produced a highly desired, attractive and fast all metal monoplane....the Swift.

Sales were brisk and Globe hired TEMCO (Texas Engineering & Manufacturing Co.) to assist in producing Swifts. It soon became apparent that they were selling the Swift for less than it was actually costing to produce it, and the result was a bankruptcy for Globe. Bob McCullough, a star producer of the P-51, B-24 and others for North American Aircraft took a chance and bought the Globe facilities, parts, and partially built aircraft. He finally shut down the Swift production line in 1951 after 1,521 had been produced. *Both the first production and last production Swift may be seen in the Museum.*

After TEMCO sold the type certificate and equipment to Univair in the mid 1950s, Univair kept Swift owners supplied with parts until the 1970s. In 1979 Swift President Charlie Nelson learned that Univair was about to sell the rights to a European company. The Swifters rallied and decided they would buy the type certificate, parts, and tooling. In a matter of months they raised the capital, worked out the deal with Univair and thus in 1982 became the proud owners. Thousands of hours of volunteer labor over the decades have kept the Swifts flying. Through this period Swift operated with only one paid employee - a remarkable achievement. Swift has endured, supported its loyal members and kept The Swift flying for over 70 years....all by volunteer work, donations, raffles, pledges and other contributions from the aviation community.

In the new Swift Museum we have an impressive display cabinet for bricks salvaged from the original Globe Aircraft factory. Each brick is engraved with the name of the contributor and a short message. There are only 150 of these bricks and approximately 40% have been sold. Swift welcomes corporate and private donations. It is a permanent display and a link to aviation history that is unique. We also have installed outside the museum, the original flagpole and base presented to Mr. Kennedy by the employees in 1942. Surrounding this memorial will be a walk of history for members, companies, friends and aviation enthusiasts. We solicit your support in these endeavors and hope you will join us in preserving the Swift for the future. All contributions are tax deductible and Swift Headquarters can provide the information you need. We are dedicated to preserving the history and heritage of the Globe/Temco Swift and keeping it flying!

THE SWIFT MUSEUM FOUNDATION, INC.



Original Globe Factory
Brick Display Cabinet



Parts
Department



Executive Director's Comments by Pam Nunley

Many thanks to everyone for helping to make 2016 another great year for Swift! It is hard to believe we are now officially into the organization's 49th year. Remember us when planning your travels this year. We would love to have you visit your beautiful facility anytime you are passing through the area. I truly believe you will be pleased and proud of all the accomplishments you have made possible to honor and support the Swift.

Parts Department News —We have completed our annual inventory and continue to find items that will help to keep the Swift flying. The process of searching out serviceable items is a long and tedious process. We are constantly working on this project as help is available. So, if you are in need of something we don't presently have on the shelf, please give us a chance to search our salvage parts. We just may be able to help.

The 2017 fly-in season is just around the corner. Please remember that your Parts Department stocks a full supply of seal kits and bolt and bushing kits to service your Swift. We also stock the **BZ-7RQIT** gear micro switch as well as the hard to find **AN3022-3** flap & gear switch. We now have in stock ready to go right & left **#15976** gear actuators (core required). We also have a limited supply of **#16084** Chrome Struts and **#16085** Strut bushings. Don't forget your polishing supplies for that "fun" but rewarding task! We stock Nuvite, our specially manufactured polishing cloth, Cyclo polishers and a full range of cleaners.

2017 Fund Raising Raffle— "Save the Date" for our 2017 Raffle kick-off on March 1st. If you would like to reserve your ticket in advance just give us a call here at HQs. Tickets are \$100.00 each (same as last year).

Newsletter— help wanted! We are in need of input for our monthly newsletter. If you are in a position to submit interesting stories, maintenance information, new member bio's, etc. By all means do so. We need your input to keep the newsletter informative and enjoyable. Please send your information as a Word document and any photos in separate .jpg files. Join us in this ultimate team effort! Thanks so much for your help.

THE SWIFT MUSEUM FOUNDATION, INC.
223 COUNTY RD 552
ATHENS, TN 37303



ADDRESS CORRECTION REQUESTED