

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 #3

February 2017

EVENT SCHEDULE

2017 Fund Raising Raffle
Tickets available
March 1, 2017

Board of Directors
Meeting
March 18, 2017
9:00 AM EDST
KMMI

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)

2017 Fund Raising Raffle Kick-Off by Paul Barnett

Count Me Ten....I mean Count Me In!!!

It's safe to say that if you are reading this newsletter there is a very good chance you are a proud member of The Swift Museum Foundation; nevertheless, you have an interest in general aviation's most personable and desirable airplane produced in the 20th Century and carried into the 21st Century by aviation's most talented, caring and fun loving people; commonly known as Swifter's.

What is Swift? A 70-plus year old airplane, a state-of-the-art museum facility, an expansive and growing in-house parts department.....all encircled by a global community of aviation's finest people.

We must aggressively pursue selling each and every 2017 Raffle ticket in order that we can continue to grow in all aspects of Swift. Our 2017 Raffle will allow for near-term expanded parts availability, technological advancement and future expansion.

The 2016 Raffle enabled us to host our 70 Year Celebration of Swift in a newly constructed "Debt-Free" Museum that is certainly the envy of most any Type-Club in existence. As we approach the 2017 Raffle with an infectious attitude, I anxiously look forward to announcing...."I'm sorry, we are SOLD OUT....check back with us in 2018."

Count Me Ten? YES, I am asking you to not just request 10 Tickets to sell but more importantly, make it a personal mission for our Foundation to sell 100% of our 999 Tickets. Certainly, you can request and sell more than 10, I just ask that you sell early and sell often for the growth of YOUR Swift Museum Foundation.

Not only have the ODDS of winning increased by expanding our prize count from 3 to 5 totaling more than \$32,000 in prizes, we have made it much easier to sell YOUR tickets in 2017 by incorporating PayPal (pam@swiftmuseumfoundation.org) into our payment options; thereby enabling us to reach far and wide with our sales without the hassle of handling or chasing dollars and checks.....Click – Call – Buy Today!!

**"Grand Prize" - \$30,000 Continental or Lycoming
Engine Credit — or \$20,000 CASH Option**

2nd Prize - Stratus 2S

3rd Prize - Garmin Area 660

4th Prize - ACR Resqlink 406 PLB

5th Prize - Brightline Flight Bag

Tickets are available for check-out and purchase March 1st and the drawing will take place Saturday June 24th at Swift Headquarters in Athens (KMMI).

Thank you in advance for your efforts and contributing to the success of YOUR Swift Museum Foundation.....Paul S. Barnett, Raffle Chairman.

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

Chairman's Comments by Pick Freeman

Hello fellow Swifters. February is speeding by and all my wintertime work is getting ready to be springtime work on my Swift. By the time you read this, Valentine's day will have passed, but I hope that you sent your significant other and your Swift a love note. I also hope that you are making steady work progress on your Swift and getting ready for some heavy duty flying starting soon. Jim Thomason gave me some very good advice on how to fix my autopilot and now I have a functioning autopilot again. We are so fortunate to have such a tight knit group of pilots and caretakers and mechanics to help keep our little planes flying. I thank Jim for helping me along the way. He was the mechanic/pilot who modified my Swift way back when. My next project will be some much-needed work on the interior upholstery.

And speaking of our tight group of caretakers, the time for annuals for many of the SSAG Swifters will come 4-11 March when our group will be at Bud Brown's hangar (heated/cooled) for Swift camp. About ten or eleven of us get together and knock out the annual inspections on the Swifts. We all gang up on each plane and take care of the annual and have chief inspector Bo Mabry sign off on the inspection. I personally love to do this, because I learn so much about the Swift. One can never know too much about this plane. And I get to review and re-learn everything I can about the Swift. The main benefit is the camaraderie and the good time that we have.

In our area of South Carolina we have an outstanding place to have a fly-in at Triple Tree Aerodrome (SC00). You may have already read about it in this month's EAA magazine. It is a gorgeous clipped grass strip 7000' X 300' with some of the nicest folks you'd ever want to meet. And we did meet up for a fly-in on Feb 4th for the Chilly Chili lunch. The weather was crisp and clear with a slight zephyr and I counted over 100 aircraft, but nary another Swift but mine. The chili was good, but not quite spicy enough for me. A good time was had by all and I look forward to the rag wing/taildragger meetup and the big Sep fly-in there. We try to get a whole row of Swifts and make a big showing. You really should plan to fly your Swifts more often. We are always focused on the Museum and pushing to increase the endowment. You can always help support the organization with a contribution or buying a memorial brick. It is worth it in the long run to support our Foundation and fly our beautiful little Swifts. Remember, wings level in the turns and keep the blue side up! Pick

Executive Director Comments by Pam Nunley

As Raffle Committee Chairman Paul Barnett stated on page 1... we need your support and participation in this years fund raising raffle. Our ticket sales window is very limited due to Tennessee Gaming Law rules and regulations. So, it is important to hit the ground running and to get as many tickets sold as possible. We would love to be sold out before the drawing on June 24th!... And with your help WE CAN DO IT!

This organization has accomplished great things throughout the years by working together and standing arm in arm to accomplish whatever task is before us. I have faith and expect this great group of Swifters will again heed the call and make this another great year for Swift! Many thanks in advance to all of you for your help in getting us even further along this road of supporting the Swift and preserving this wonderful airplane for future generations.

We would like to extend a special **Thank you to Sam & Liz Klippert** of Sequim, Washington for their generous donation of the beautiful **Sam Lyons framed print, "Flying and Flapjacks"**. We will be offering this beautiful piece of art as part of a future fund raising program so watch your newsletter for details. Thanks again to Sam & Liz for thinking of Swift and to Ernie Hansen for helping to coordinate this donation.



One of Our Own— Swifter Bill Stein Awarded 2016 Sword of Excellence

Bill is a long time Swift member. His talent and congenial spirit embodies our best. We are all so very proud as the world of Swift sends our most heartfelt congratulations! Very well deserved Bill

Article and photo from International Council of Airshows web site dated December 8, 2016

LAS VEGAS - The International Council of Air Shows (ICAS) at its 49th annual convention presented its highest honor, the Sword of Excellence, Thursday night to an Aptos, Calif.-based pilot in front of nearly 1,000 air show industry professionals attending the event's closing banquet at the Paris Las Vegas Hotel.

Bill Stein was instrumental in the creation and fine-tuning of new FAA guidance that provides direction to air show pilots flying dynamic, non-aerobatic formations. He has also helped ICAS and the FAA to develop reasonable, workable language on

“aerobatic energy directed at the crowd,” and certification currency requirements.

Serving as a member of ICAS's Aerobatic Competency Evaluation (ACE) Committee for nearly seven years, Stein has worked to improve air show safety while minimizing regulatory intrusion. He has been intimately involved in writing four revisions of the ICAS ACE Manual, the document that, for the past 25 years, has directed a program responsible for a significant and sustained decrease in fatal air show accidents.

Stein also acts as a motivational and frank mentor for new air show pilots. As a pilot, he has combined extensive experience in solo and formation flying with sharp analytical skills and a self-deprecating approach to mistakes he has made during his career to provide many pilots with invaluable safety information. And he has continued to coach and mentor many of those pilots even after they are well established.

For many years, Stein has selflessly helped ICAS, the FAA and the air show community work through the most difficult safety problems by combining air show professionalism with a strong sense of what will or will not minimize hazards in the air show environment.

In 2015, Stein was inducted into the ICAS Foundation Air Show Hall of Fame as a pilot in the Red Baron Squadron.

About the International Council of Air Shows Sword of Excellence

Since 1981, ICAS has awarded the Sword of Excellence to recognize outstanding service and personal contributions to the air show industry. Over the last three decades, ICAS has honored over 40 Sword recipients for their leadership, service, innovation, vision, commitment and selfless contributions to the air show business. Selection for the Sword of Excellence recipient is made by the unanimous decision of a committee comprised of a member of the board of directors, two past award recipients, and two at-large members, each of whom has at least 10 years of air show industry experience.

About the International Council of Air Shows

Headquartered in Leesburg, Va., ICAS was founded in 1968 as a trade and professional association by industry professionals to protect and promote their interests in the growing North American air show marketplace.

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
swiftlypam@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

C-FKXY and New Member Sid Goldschmidt

The following is a posting by Sid Goldschmidt, one of our newest Swifters. He is the new owner of C-FKXY formerly owned by Gene Gillott. Gene has been a member since 1979 and is an original member of the Canadian Swift Birds.

Another Swift beginning a new chapter... enriching another life.



Hello from Grande Prairie, Alberta, Canada. I purchased S/N 107 C-FKXY from Gene in Oct 2016. Gene owned it for a few decades at least and had it hangared at Pitt Meadows airport CYPK British Columbia Canada. Gene and 107 flew as tail # 2 with the Canadian Swift Birds formation team. I met Gene in 2004 during my commercial helicopter training and he was doing his private helicopter training with the same instructor. I remember him showing me his Swift back then and now I am privileged to learn how to fly it. I got a great check out from John N back in Oct. and now I have been trying to fly KXY to Grande Prairie. Between having to work full time, poor weather, and winter operations also a long trek over two mountain ranges with a 500 mile trek, very little fixed wing experience only 200 hours and only 2.2 hours of fuel range to be safe with many airport not offering winter

maintenance this has been a challenge. Mid Jan. I made it half way to Williams Lake airport CYWL were it is still parked. Thankfully I know a guy with a hanger there so it is parked inside and not in the snow bank. Plus I have no winter covers...yet. I was very nervous taking off after such a long period of time after having the check out and needless to say the take-off was a flop. It must have looked like a drunk driver swerving down the runway and then upon landing was the same display. I managed to keep her on the runway though.

After landing in Williams Lake the next morning I got a very good weather briefing with a strong tail wind at 9000 feet making the last 210 mile leg over the second mountain range (Rockies) looking good.

I was only 80 miles away from home when I ran into a layer of cloud of which I descended to stay below at which time i lost my 135 knot tail wind push and no longer flying a direct route as I was now working the mountain valleys. I looked at the clock and not entirely comfortable with the fuel range I opted to turn around and head to my back airport (McBride CAV4) I descended to circuit height in the valley and lined up on final. Wind was blowing 20 KN at least and thankfully heading straight up the runway. It was a very turbulent approach and to add to the stress on short final I noticed the runway was very contaminated with snow drifts crossing at 90 degrees aprox. 6 to 10 inches high for the entire length. I could have aborted but the next airport was another 40 miles away with a runway in a different direction and not knowing the conditions there and with my remaining fuel I decided this was the best option. A smart pilot would have called ahead to get runway surface report. I plowed through the snow drifts on landing and thank God the drifts were not hard yet which often happened in the north. I exited the runway and that's where I shut it down as I couldn't get past the three foot snow drift to get to the apron. I called the town to come clear the airport ASAP. Notice in the picture the grader in the background plowing the runway. I fuel up cleaned the snow out of my disc brakes and decided to head back to Williams lake as the forecast wind at home were now cross wind and. On touch down my brakes were frozen making the nose dip down initially then the wheels broke loose shortly after but I reacted by pulling back on the yoke slamming the tail wheel down. Any way all is good and I am hoping to try to bring it back again in a few days weather permitting. The days are getting longer now too so that will help.



I never did the oil temps up on this trip making the oil pressure very high also the cylinder head temp ran very cold. A standard Canadian winter operational tip is use duct tape to cover the grill.

Helicopters are much easier to fly. But these Swifts are a blast! Looking forward to practicing and hopefully not ground loop it in the meantime. Not sure what to do in a cross wind situation, yikes.

Its needs lots of updates and more fuel capacity would be nice. Thanks for listening/reading hope you all learned what not to do.

Museum Visitors

We were pleased to have the East Tennessee Chapter of The 99's here on February 12th for their monthly meeting. Sandy and Paul Mercandetti came down from Knoxville to host and provide a Swift program for them. As an added treat Sandy flew the Swift down for an added bit of fun! This particular Chapter just happens to be Sandy's home 99 Chapter. Everyone had a great time and, as a result, we have new members John and Linda Haynes from Knoxville. Many thanks Sandy and Paul and to the East TN 99's for including us in your schedule You are welcome anytime!

Our Swift Museum visitors are steadily increasing. Many of our local folks are discovering our beautiful Swifts and what a nice facility we have to share their history. In addition to random visitors who see our sign and are drawn inside, we enjoy visits from local school groups and home schoolers as well as visits from assisted living seniors and Scouting groups. The seniors really enjoy our history as many of them were young during the early years of Swift.... I will add, they are a joy to have visit!

Tell Us Your Story!

We are always looking for interesting stories about the Swift and you the owner. It is always enjoyable to hear about how the Swift has enhanced your life by the sheer joy of flight to bringing friends together across the country and abroad. Your Newsletter committee is looking for "your" story. We would love to hear from our new members and your quest to own a Swift and your experiences since your purchase. We also want to hear from our "vintage" Swifters. Maybe you shared your story years ago, but there are many who are new to the Swift and could benefit from your experience. Maybe you have a maintenance solution that could be helpful to some other owner. You know... that's how this organization came into being.... The desire of many to communicate and share knowledge having to do with their Swift. Many of these airplanes would not be here today and certainly would not be flying had it not been for that desire for knowledge and communication. One surprise and very special benefit to accompany this thirst for information was the friendship and camaraderie that became such an important part of "The World of the Swift"

So, tell us your story... Every one of you has one. You never know how much you may be encouraging and helping another Swifter. Send your stories and photos to swiftlypam@aol.com Just a simple Word document and .jpg photos are fine. Or you can send a hard copy and photos and we will return them to you. Let me hear from you, Pam

EIGHTH ANNUAL FLY IN & OPEN HOUSE

March 25, 2017 (Saturday)

GRASS STRIP FOUNDATION IS AN EDUCATIONAL & PRESERVATION FOUNDATION DEDICATED TO VINTAGE, EXPERIMENTAL & GENERAL AVIATION AIRCRAFT AND THEIR PRESERVATION, EDUCATING THE UNINFORMED ABOUT THE JOYS, PRACTICALITIES, AND NECESSITIES OF AIRCRAFT IN OUR MODERN SOCIETY FOCUSING EDUCATION ON UPCOMING GENERATIONS OF THE POSSIBILITIES IN AVIATION CAREERS

**Fly or drive in your Airplanes & Cars
Enjoy telling the rest of us how great they are.
Local artisans & craftsmen invited and are Welcome**

No charge - Please RSVP if you are coming-

HAMBURGERS AND DOGS

COME BY AND ENJOY SOME FINE MACHINES, ARTISTS, CRAFTSMEN, NEIGHBORS AND LEARN MORE ABOUT AVIATION,

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION AND MUCH MORE
A mile of highway will take you a mile...a mile of runway will take you anywhere.**

For information call: **Steve Berg 912-884-8666 stevebee@coastallnow.net**

<http://maps.google.com/maps?hl=en&tab=wl>

580 Old Gress Island Road, Midway, GA 31320

Berg Park Aerodrome 9GA2 – Unicom 123.00



Above is Cliff Tatum and N2430B over Long Beach, California Harbor. Cliff purchased his Swift and became a member last year! The "DB" refers to, and is in honor of, Sir Douglas Bader, who had a double-leg amputation in 1939, and then went on to fly as a WW II RAF fighter pilot and ace...quite a remarkable man (much info on him on the net). *Thanks Cliff for the photo!*