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MCMINN CO. AIRPORT (KMMI)

## EVENT SCHEDULE

**2017 Fund Raising  
Raffle**  
Tickets Now Available!

**West Coast Swift  
Fly-In at Westover**  
June 9—11  
Jackson, CA (JAQ)

**EAA AirVenture**  
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)

# Swift Museum Foundation, Inc.



Volume XLIX Issue #5

April 2017

### Chairman's Comments—by Pick Freeman

*My input for this newsletter is not from me, but our distinguished member Colonel Ed Lloyd from down in Austin TX. I'll neither paraphrase nor plagiarize, but give you his impressive text, though I feel that we are not reaching the pilots that need it the most. Two more Swifts are badly injured with a recent nose-over in NC and a ground loop and sheared gear in TX by newbie Swifters. I also fear they are not members of our wonderful Swift Museum Foundation. Please, all of us need to read this or review it and take it to heart.*

"How many times have you heard the phrase..."they aren't making them anymore". When referring to the Swift that's a true statement. So it's left up to us, the current caretakers or owners, to preserve what is left of the Swift aircraft that were manufactured in the mid to late forties. All too often I hear of preventable accidents that reduce the number of Swifts on the FAA register.

I was chatting with Steve Whittenberger a few days ago and the Swift preservation subject came up. Steve said to me in a later email, "why is it that guys seem to transition to RVs with much fewer problems"? We bantered that around and decided it was a good topic for discussion. The Swift has a wider gear but is a bit more short coupled. I called my friend and ex - NTSB inspector, Steve Wilson to get me some rough measurements on the Swift. How wide is the gear and the answer was 117" tire to tire. Then I wanted the distance from the main gear back to the tail wheel. Answer was 171" on both sides. Steve mentioned that some Swifts have the tailwheel in slightly different location ...maybe three inches or so. Small wheel hard rubber Scott, full swivel, the larger wheel with a pneumatic tire or in some cases a retractable wheel. In any case, you can see where I'm going with this, the Swifts wide gear and the relatively short fuselage are close to being an equilateral triangle. Not an exact triangle but close enough to get you in **Deep DoDo** if you get behind with rudder/brake inputs when needed. All three points of the triangle want to be in front and that results in a 'ground loop'. A pilot that has tailwheel experience can master this but others seem to have problems.

I feel we have failed to put together a good aggressive checkout program. We have a list of Swifters around the country that have agreed to assist new people in the Swift. The Swift is not hard to fly but it has some foibles that must be passed on to the 'new guys and girls'. We put together a formation training program that is top notch. amaraderie is great, standardization is even better than some units I have seen in the military. We need to put the same type of planning, develop a Swift Pilots Handbook, become aggressive in getting in touch with new owners early on to offer help, get the word out to all Swift owners and advise them to notify Swift Headquarters when a Swift is sold to obtain the new owners address and phone number. This approach is equally as important as the Formation program, even more so, and should prevent a lot of unnecessary accidents.

New owners are eager to fly the "new" airplane. This airplane has been around for 71+ years and we need to preserve it for the next 70+ years because it's a **National Treasure** of aviation. Just don't lose sight of the fact that the little Swift can humble you in a New York Minute or much less. We need you and we sure need the Swifts intact, not in a hangar all bent up because of something you didn't know about the airplane. Preserve the Swift." Ed Lloyd N3856K

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Pamela Nunley

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**Executive Director's Comments — Pam Nunley**

**Our 2017 Fund Raising Raffle** is off and running. Please don't forget to order your own tickets and help us by checking out tickets to sell as well. It will take us all working together to make this year's event a success. We have five great prizes to offer as well as a cash option for the grand prize.... A great fit for just about anyone. Contact us here at headquarters for tickets to purchase and/or sell 423-745-9547. Thank you for your help!

**Swift National 2017—Cleburne, TX—October 4-8.** Along with this newsletter you will find the Pre-Registration form for Swift National 2017 in Cleburne, Texas hosted by the Red River Swift Wing and Chaired by Steve and Barb Wilson. In great Texas fashion, this event promises to be a fantastic one. Make your reservations now to be a part of this fun and very special time with Swift friends and beautiful Swifts galore!

Please look over the **Pre-Registration form**, fill it out, and send it in to SMF, 223 County Road 552, Athens, TN 37303. Don't forget to make a copy for your records. See you there!

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**Swift Accident**

We are extremely saddened to report the loss of one of our own. Swift member Ren Sagaert of Shelby Township, Michigan lost his life in a Swift accident on April 12th in Hartsville, Indiana. Ren had been a member since 2013. His Swift N2377B was a total loss. Our heartfelt condolences go out to Mr. Sagaert's family.

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**Museum Display Report by Scott Anderson  
Serial #3 Project**

Here at headquarters work has begun on the completion of our serial #3. This particular Swift is a significant piece of Swift history in that it has the distinction of being the first production Swift off the assembly line. We are very fortunate to have preserved key pieces of the Swift's history and to see them displayed to educate and encourage appreciation of the Swift for future generations. This is where you can help...

The plan is to clean up the airframe, paint it a bright silver with the correct Globe blue trim and assemble it for a hanging display in our new museum. The decision to paint rather than polish will make clean-up and maintenance a much easier task for this hanging display.

Paul Barnett (Brookhaven, MS), has graciously agreed to provide funding for the materials to get #3 into primer. In addition we will need funding for the actual paint and materials for final finishing. Glass for a two piece windshield and Globe rear windows are needed as well. Used glass is fine as long as it is not badly cracked or broken. Clarity or color is not important as it will be hanging and will not have a completed interior.

I will be providing miscellaneous items needed to complete the assembly and will head-up the project. If you can help, either hands on and in person or with materials costs, please contact me or Pam here at Swift headquarters. Anything you are able to do to help this project along is very much appreciated.

This will be an awesome addition to our already impressive displays. Our goal is to have this project completed and hanging before Swift National 2018 next year.... With your help we will make it happen! Thank you Swifters!!

## A Tale of Two Swifts by Pete Johnson

My first experience with the Swift came in the Fall of 1946 when I was just 8 years old. My father took delivery of a factory fresh Globe Swift GC-1B, NC 78151, s/n 2151 in Fari-bault, Minnesota from a family friend and newly established Swift dealer, Al Voegel. Al had recently purchased his own Swift to use as a demonstrator for his new Swift agency and Dad was one of Al's first customers.

I recall many hours in the right seat with Dad from 1946 through the early 1950's when '151 was sold. Numerous local trips and a few cross countries are indelible in my mind.



Al Voegel in August 1946



Pete in January 1949 with NC78151

Swift. It had been excellently modified and made very valuable. But, to no surprise, it was not currently for sale.

The search continued for a Swift that could be a mirror image of N78151. Months elapsed, hours of phone calls to prospective sellers, inspection trips and countless forms of research took place with the very able assistance of Jim Montague and Roy Redman. All of this led to finding an ugly duckling, low-time, straight, undamaged Red & Cream painted sow's ear that promised to become a silk purse.

A deal was made for the purchase and arrangements were made for restoration. Swift NC 78068, s/n 2068 was ferried by Mark Holliday to Swift Works in Athens, Tennessee, a shop that is Mecca for the project I had in mind. Numerous Swifts had been modified there in 13 years of operation, but '068 was the first to be brought back to all-original by Swift Works.

The most interesting news of all was received after the restoration began. I requested a report from the FAA's Office of Aviation Systems Standards outlining the history of s/n 2068.

My Dad has since passed on, but he left me with a desire to own a Swift. By 1991 this desire turned into a compulsion that led me to start a search for his Swift - '151.

After contacting AOPA, the FAA and the Swift Association of Athens, Tennessee I was able to locate the old family

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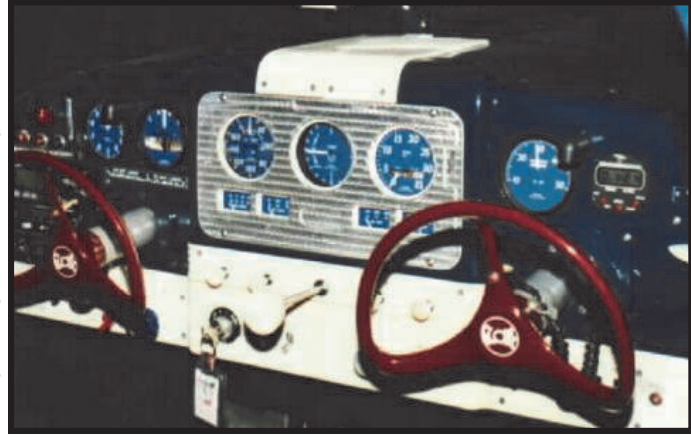
### Founded by

**Charles E. "Charlie" Nelson**  
1968



It contained a document showing that the first owner of 78068 was Al Voegel, my father's friend and the dealer from whom 78151 was purchased. So, here we've gone full-circle. Couldn't get '151 back, but by coincidence, managed to get the very first Faribault Swift back to its home field.

The second owner of NC78068 is also a family friend here in Faribault, Cliff Lockwood owned this Swift only a short time before transitioning to "faster & heavier". Owner number three took it to Long Island, New York. Owner number four hangared it at DuPage County Airport in Illinois. Mark Holliday, a giant among Swift authorities, was owner number five (for about four months) and returned it to Minnesota where I purchased it.



Pete with NC78068 in September 2001

Written in December 1992, I've been polishing and flying '068 ever since. Swift '151 (s/n 2151) is Bob Nye's N24SE today.

Pete Johnson  
Faribault, Minnesota KFBL  
Caretaker from 1992 to 2010.  
Current caretaker John Carroll

*Note: Pete is in the process of placing on loan his very nice model of Swift NC78068 in our Swift Museum here at Athens. Thank you Pete for your attention to history and the Swift!*

## SSAG Memorial Day Fly-in Jim "Frog" & Carol Jones

The Southern Swift Air Group will have a Fly-In in Madison, GA (52A) Memorial Day Weekend, May 27, 28 and 29. This is the home base for Jim "Frog" and Carol Jones. Some of you may want to arrive on Friday May 26.

There will be a formation ground school, formation flying, great fellowship, local excellent restaurants, cookout, a Missing Man Formation on Monday (Memorial Day) over Madison's Town Park where we are expecting over 1,000 people and anything else the group would like to do. There are a few local museums that may be of interest, shopping, driving/walking tours of the town that General Sherman did not burn on his March to the Sea, Atlanta to Savannah, during that unpleasantness in the 1860's.

### Motels:

**Hampton Inn** \$99 706 342-9003

**The Holiday Inn Express** may be full due to a wedding. You can contact them and ask to be put on the waiting list if you prefer to stay there. \$99 706-342-9190

**Super 8 Motel** \$65 706 431-5569

**Quality Inn** \$67 with AAA 706 342-1839

**Brady Inn Bed & Breakfast** \$170 706 342-4400

**Southern Cross Ranch Bed & Breakfast** \$170 706 342-8027

Madison Auto Center, **Car Rental** \$50/day Floyd Adcock 706 752-0820 Office 706 818-0384 cell

If you have not already checked out your Raffle tickets, please get them now. We need to sell as many as possible!

Please call to make your own motel and auto rental arrangements and let me know if you plan to attend so we can get a head count. Hope to see all of you there!

## AAA Cactus Fly-in at Casa Grande, Arizona by Karl Johanson

We attended Antique Aircraft Association's annual Cactus Fly-in at Casa Grande (KCGZ), AZ. Arrived on Friday morning early to participate with association volunteers who were hosting local elementary school children visiting the event as an "aviation field trip". I volunteered our Swift to be one of the aircraft teaching props (no pun intended ;-). All got their own Swift "baseball cards". This was great fun, fielded a number of good questions, and with a bit of luck, we'll have succeeded in helping one or two of these nice young, impressionable children develop an interest in science and aviation. I participate in the Young Eagles program as well but this was an opportunity to do so on a much larger scale.



We returned to Casa Grande on Saturday morning for Day 2 of the Fly-in.

We had what may be a record 6 Swifts on the field and all at the same end of the display area. One additional Swift apparently stopped in but did not stay long enough to be seen by my camera. It was polished with yellow stripes; maybe the owner will see this post. Perfect weather!

Attending were George Snyder (flew Tom Andrews' Swift out of Tucson), Jared Smith based at Corona, Paul Ross, Mike Lafrance from our airport, Gillespie Field in San Die-

go, Bud and Ann Silvers who flew in from Colorado, Stewart (based at Casa Grande), Doug Riggins (assembling his Swift), Hayden Newhouse (flew in his recently completed "Termite" which won the Texas Chapter award, but has brought in the past a nice Swift he gets to fly on occasion). Hope to see everyone at Jackson in June and Nationals in October.







### **2017 Sun-n-Fun Award Winners**

**Paul Barnett** took home Restoration Awards for both T-35 Buckaroos.  
**Paul & Sandy Mercandetti** won "Outstanding Swift" for their N84799  
**Jim Roberts** took home the Custom Class C Award for his Swift N78012  
*(Full event coverage and photos in next months newsletter)*