

SWIFT MUSEUM
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2018 Raffle Grand Prize Winner!

Will "Buddy" Kientz
Chesterfield, MO
Congratulations Will!!

2018

EVENT SCHEDULE

Triple Tree

September 5-9
South Carolina

West Coast Swift Natl.

September 27-30
Jackson, CA

Red River Swift Wing

October 5-6
Mt. Pleasant, TX

Southern Swift Air Group & Southern Navion Air Group

Oct. 5-7
Georgetown, SC (KGGE)

Swift Museum Foundation, Inc.



Volume XLIX Issue #8

July 2018

Executive Director Report by Scott Anderson

As things finally wind after a very successful Swift National 2018 we begin to look ahead after Oshkosh. As always, there is a lot going on in the world of the Swift.

Those attending Oshkosh this year were delighted to see our Brown Arch Brick in place. Hats off to Bryce Ulmer for spearheading this project and seeing it to completion. The placement could not have been better. Our brick is there honoring Swift and its members, (past, present & future) for all time. Be sure and make a point to see it when you are there.

The Swift was well represented at this year's event. A full report will be in the next issue.

Parts Department Report:

We currently have received about half of the orders needed to have the first run of the 2302 actuator arms and cranks (photo right) produced. Remember these are new PMA'd parts that will be available for the first time in a long time if we are able to secure enough orders. Should we not be able to do that we will refund your money. You will either receive your parts or get a refund. This is an opportunity to have the spare parts that are very difficult to find in your tool box should you ever need them and the price is surprisingly affordable. Call headquarters if you have any questions on this.



We are also working on having new blank instrument panels made. We have all the information together and will present that to the Board of Directors soon for their approval.

Your Parts Committee is working to get the parts that many of you have been asking for. Please support their actions by placing your orders. The goal is to provide the difficult to produce or hard to find items. Fabrication and repairs are still going to be a major factor in keeping our airplanes flying. No aircraft manufacturer has everything on the shelves all of the time, but we do have an impressive parts department supporting an aircraft that hasn't been produced in almost 70 years. Thanks for supporting your Swift Parts Company!



Paul "Stuck" Barbour Memorial Brick

Reminder— We are still accepting donations toward the Paul "Stuck" Barbour Memorial Globe Factory brick. Please contact headquarters if you would like to contribute.

SMF Committees**Executive**

Paul Barnett
Paul Mercandetti
Sam Swift
Scott Anderson

Nominating

Paul Barnett
Pick Freeman
Scott Anderson

Audit

Paul Barnett
Paul Mercandetti
Sam Swift

Finance

Sam Swift
Paul Barnett

Scott Anderson

Fund Raising

Jim "Frog" Jones

Newsletter

Pamela Nunley

Nat'l Convention/Fly-in

Paul Mercandetti
Sandy Mercandetti
Scott Anderson

Parts

Steve Wilson
Ken Coughlin
Steve Roth

Formation

Michael Kennedy
Sandy Mercandetti

Building

Roger Weber
Scott Anderson
Paul Barnett

IT/Web

Tracy Rhodes
Jim Jones

Aging Aircraft

Steve Wilson
Ken Coughlin
Dave Carpenter

For Sale

Globe Swift GC-1B, Serial No. 1338, Registration N3345K, TT2153. Lycoming o-320, 493 SMOH, Propeller 105 SMOH. Plane flown about every two weeks. Complete logs and paperwork available. Email: gwynnwh10@gmail.com for pictures, information and paperwork. \$38K. Phone: 828-327-5871.

GCIB N80613

Ser#1018 TT: 2790hrs Cont. IO-360D, McCauley Prop. 0 hrs since O/H engine with new "VAR" crankshaft, O/H injection pump, O/H starter drive, 500 magneto check.

Prop 218 hrs since new, 0 hrs since O/H. 150 Cessna seats, gyro panel, intercom, one piece windshield, 51 style gear doors and Buckaroo style wingtips. 760 Comm, AT 150 transponder and encoder. \$54,000. Fresh annual at time of sale. 319-231-0332 or gracie40b@gmail.com

**McCauley constant speed Prop**

D2A34C67-N/S76C-2
Hub # 741475
O/H 2008 by Dominion
Prop Alaska TSMOH 120.4
HRs Price \$3500.00
250-791-6451

1946 Globe Swift Total Time - 3166.7 hours C-125 - 1569.6 SMOH. Stock, polished. Wing tip strobes, Light seats, Scott tailwheel. Based at St. Marys, PA. Lost Medical. 814-594-5588 \$24,000.00

Remaining Silent Auction Gift Certificates. We have unsold gift certificates left from our Swift National Silent Auction: One certificate good for **12 Champion Massive Electrode Spark Plugs**. Two certificates from **Electronics International** for a 50% rebate on **CGR-30P engine analyzers** either Basic or Premium packages. One certificate from **PS Engineering** for a **\$200.00 discount on a PMA8000G or PMA450B audio panel**. **Contact Headquarters to make an offer! 423-744-9696**

Southern Swift Air Group & Southern Navion Air Group Fly-in

Robert and Roye Ann Dickson will be hosting a Fly-In in Georgetown, SC (KGGE) in their hangar on Friday **Oct. 5** through **Sunday Oct. 7** for the Southern Swift Air Group and the Southern Navion Air Group. Any Swifter welcome to come. Details to follow later.

2018 Swift National Award Winners

Grand Champion Original —— NC80505 — Nan Funkhauser
Reserve Grand Champ Original —— N3796K — Sacha Botbol

Grand Champion Modified —— N3729K — Steve Roth & Lynn Dawson
Reserve Grand Champ Modified —— N58KB — Will and Bill Kientz

Grand Champion Super Custom —— N2387B — Pat & Vicky Moore
Reserve Grand Champ Super Custom —— N78109 — Pat Hockett

Most Original — NC80505 — Nan Funkhauser
Best Polish —— N3315K — Jerry Bauerle
Best Paint —— N78109 — Pat Hockett
Best Panel —— N22GW — Simon Green
Best Interior — N80555 — Ted Williams & Bob Boston
Ladies Choice — N68773 — Paul Barnett

Formation:

Best 3-Ship Formation Team — “Silver Flight”

Jim Roberts
Sacha Botbol
Ben Wilson

Best 4 Ship Formation Team — “Coco Flight”

Paul Barnett
Jerry Kirby
Don Abbott
Sandy Mercandetti

Charlie Nelson Memorial Award — Paul Mercandetti

Gloria Warden Memorial Award — Ken Coughlin

Significant Contribution — Bryce Ulmer

Significant Contribution — Norman Fox

President’s Award — Members of SMF

Greatest Distance Traveled — Lyndall Green — Australia

Greatest Distance by Swift — Roger & Bobbi Weber — Independence, OR

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Historian

Kenneth B. Coughlin, Jr.

Oklahoma City, OK
 swiftlyken@aol.com

Founded by

Charles E. “Charlie” Nelson
 1968

Swift National Awards



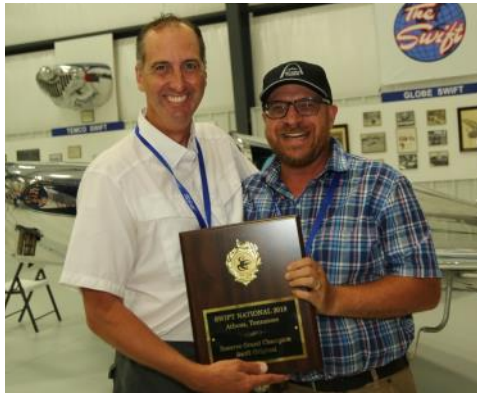
**Gr. Champ Original -Nan Funkhouser
NC80505**



**Gr. Champ Modified—Steve Roth
N3729K**



**Gr. Champ Super Custom –Pat & Vicky Moore
N2387B**



**Reserve Champ Original—Sacha Botbol
N3796K**



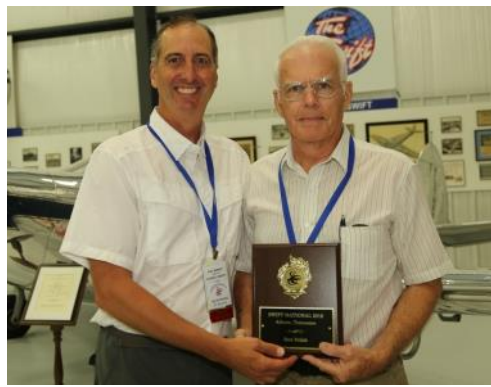
**Reserve Champ Modified—Will Kientz
N58KB**



**Reserve Champ Super Custom—Pat Hockett
N78109**



**Best Panel—Simon Green
N22GW**



**Best Polish — Jerry Bauerle
N3315K**



**Best Interior— Bob Boston (Pictured) &
Ted Williams N80555**



**Charlie Nelson Memorial Award
Paul Mercandetti**



**Best 4-Ship Formation— Silver Flight
Paul Barnett, Sandy Mercandetti,
Don Abbott, & Jerry Kirby**



**Best 3-Ship Formation—Coco Flight
Jim Roberts, Ben Wilson, Sacha Botbol**



Greatest Distance Traveled—Australia
Lyndall Green



Special Appreciation
Jim “Frog” Jones



Greatest Distance By Swift
Roger & Bobbi Weber — Oregon



Significant Contribution
Bryce Ulmer



Outgoing Board Chairman Appreciation
Pick Freeman



Significant Contribution
Ken Coughlin



Gloria Warden Memorial Award
Ken Coughlin



Ladies Choice Award
N68773 — Paul Barnett



AOPA Pres. Mark Baker with Swifters Jerry Kirby, Jim Roberts,
Dana Gibbs, Paul Mercandetti, Don Abbott, Ben Wilson.



Formation Flight of 4

Continental fuel injection system calibration and maintenance.

**By Bill Ross, Vice President, Product Support, Superior Air Parts
(Part 1—To be completed next issue)**

The following is an excerpt from Bill Ross' new book Engine Management 101. Published by Superior Air Parts, Inc., Engine Management 101 is a compilation of what Bill Ross has learned during his 35-plus years of experience as a pilot, aircraft owner, piston aircraft engine industry leader and FAA A&P and IA.

If you own or fly an aircraft equipped with a Continental fuel injected engine, you will want to read this section very carefully. Proper fuel injection system calibration and maintenance is one of the most important items of your engine's ongoing health and performance. Unfortunately, it is also the most often overlooked.

When speaking at seminars and owner gatherings around the country. I always take a quick poll on fuel system maintenance. I simply ask, "Who here today has a Continental fuel injected engine in their aircraft?" Hands go up all over the room.

My next question is, "If you raised your hand and you can say without a shadow of doubt that your maintenance provider calibrated your fuel system when the engine was installed and checks it annually, raise your hand."

Without fail, even with 100 people in the room, only one or two hands will go up.

Then I have the audience look around the room at the show of hands. I say, "See what I mean?" Unfortunately, this is an example of how lacking we are as owners when it comes to being good stewards to our aircraft.

Overlooking such a critical piece of our engine's maintenance is quite likely the reason for so many of the ongoing cylinder, valve and performance problems that we see.

You've got to go with the flow.

The Continental fuel injection system is what we refer to as "continuous flow." What that means is that the entire time the engine is running, fuel is flowing through the fuel injection nozzle and being delivered inside the cylinder regardless of the position of the piston.

The system is very simple and robust in design, and very seldom requires replacement or maintenance other than the need for an annual on-aircraft calibration.

Unfortunately, many mechanics don't know about that requirement. Many times fuel system components are changed in an attempt to troubleshoot a problem. Had they known about the proper way to maintain and calibrate the fuel injection system, it would have saved them a lot of time and the aircraft's owners a lot of money.

I've seen it first hand. Earlier in my career, I worked in the analytical department at an engine OEM. When fuel system components were returned under warranty and I performed the examination there were very few that actually exhibited any mechanical issues.

In fact, in many of these systems the problems were actually the result of contamination caused, quite possibly, by improper fuel system installation or calibration. All too often we found evidence that some type of contamination entered the system during engine or component change.

As part of our inspection process we methodically disassembled every fuel component before flow- testing. And it was during disassembly that we would find contamination. Once the contamination was removed and the component flow-tested, it performed flawlessly.

In a few cases, deterioration of the fuel system lines themselves was found to be the cause of the problem.

To help insure against these types of "preventable" problems leading to unnecessary component changes, Continental's Service Instructions require that when installing a new or overhauled engine in the field the mechanic must flow one (1) gallon of fuel from the fuel tank-to-engine supply line prior to the final connection.

While it's a good practice when servicing any engine, it's especially critical when you are dealing with Continental fuel injected engines.

The what's, why's and when's of fuel system calibration.

Before we go into the procedures on how to perform a fuel system calibration, I think it is very important we understand why it has to be performed.

The Continental fuel injection system is not complicated and its maintenance and adjustments are very simple if you understand how it all works. The purpose of this section is in no way intended for you, as owners, to start making adjustments to your aircraft's fuel system.

These critical adjustments should be preformed by qualified mechanics that have the proper training, technical data and equipment to do it correctly. Adjusting the fuel system without the proper equipment and training could lead to engine damage or failure.

There are specific recommendations for when the fuel injection system needs to be checked, including:

- Fuel injection component change.
- 100 hour or annual inspection.
- System troubleshooting.
- Any fuel flow anomaly reported by the pilot

When the manufacturer or overhaul facility assembles a fuel injection system, those items are flow tested to ensure they will function to engineering design standards. They are typically flow tested using a Stoddard type solvent and not aviation gasoline. (Their respective safety men or women do not like things that have the potential to go boom.)

Once the system or component is tested, it is ready to install on the engine. There are many variables on the engine that cannot be replicated in the fuel system laboratory. These include specific head pressure, induction system differences, exhaust system differences and variability in specific gravity of solvent verses fuel.

Due to these variables, the fuel system must be calibrated for the installation. Continental Motors' latest revision of Service Information Letter (SIL) 97-3 (now Chapter 6 of Continental M-0) provides detailed instructions for the mechanic to set the fuel system pressures properly. If your mechanic doesn't have a copy, they need to get one before attempting any adjustments to your fuel injection system.

Anytime you replace or overhaul an engine the fuel system must be recalibrated. In addition, the system must also be recalibrated following any component change in the fuel system.

If you replace the OEM fuel injectors with General Aviation Modifications Incorporated (GAMI)-style injectors, the fuel system should be recalibrated. Even if you only clean the fuel injectors, the fuel system should be recalibrated.

There are numerous occasions in which fuel system components are changed in an attempt to troubleshoot an engine problem. All too often, this is done by mechanics who lack the proper training and understanding of the fuel system.

Remember my motto, "the untrained, cheaper mechanic would cost you dearly." I have seen many instances where a fuel pump was replaced due to the engine quitting on rollout after landing, when all that the system needed was a simple adjustment to the fuel injection system.

To be continued next issue beginning with:

The calibration conundrum.

The full article is posted on the swiftmuseumfoundation.org website.



Photo courtesy of Stan Price

Swift line-up AirVenture 2018 — Oshkosh, WI
Full report next issue.