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Swift Museum Foundation, Inc.



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Executive Director Report by Scott Anderson

On October 19th the new facility of the Swift Museum Foundation, Inc. was officially dedicated with the Athens TN. Chamber of Commerce and local community business members.



This was a celebration of our completed facility and our fifty years of being located in Athens starting as the International Swift Association and becoming the Swift Museum Foundation Inc.

In attendance were Swift board members Paul Barnett, Paul Mercandetti, Mark Holliday, Jim "Frog" Jones, Roger Weber, Bryce Ulmer and myself. Swift members Pam Nunley, Candice & Quinn Wilson, and Jerry Kirby also made the trip to be with us. Cindra Af-folter, your parts department person, was back from her hip surgery in time to be here as well.

The board meeting following the dedication resulted in several decisions on pending topics being made.

The plan to make the AirCorps Library database available was approved. This database contains the drawings and other historical information pertaining to our airplane. We are now moving ahead with AirCorps to finalize how Swift members will be able to obtain a subscription to access this data. There will be two options available. One will provide access to Swift only data and another that will allow access to all publicly available data in the AirCorps Library.

We will be providing details on how to get your membership in the next newsletter.

2018

HOLIDAY CLOSING SCHEDULE

Thanksgiving
Nov. 22 — 23

Christmas
Dec. 23 — Jan 2

Parts Dept will be closed
an additional week for
inventory
Jan 2 —8

2019

EVENT SCHEDULE

Sun-n-Fun
April 2 —7
Lakeland, FL

Swift National 2019
June 5 - 8
New Century Airport (IXD)
New Century, KS

EAA AirVenture
July 22 — 28
Oshkosh, WI

Westover 2019
September 27—29
Jackson, CA

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

2019 raffle and Swift National Fly In plans are being finalized. The raffle will have similar prizes however the ticket prices will be reduced to \$50.00 per chance with 2500 tickets being sold. We plan to be offering a different way to purchase tickets that will make playing easier for all and reach a larger audience to help Swift have greater success in this important annual fund-raising event.

Swift National 2019 is scheduled for June 5-8 at the New Century airport in the Wichita area. Some have expressed concern that this is a controlled field in class D airspace. We have been assured that traffic at this airport is light, similar to traffic here in Athens. The tower operators are ready and willing to help us have a good time. They will be easy to work with and understand our needs to do the type of flying that we enjoy during our event. We will be reporting more details as we get them.

On Saturday the 20th, several Swift members stayed for a work session. We were joined by Bill and Will Kientz who made the journey from St. Louis to be with us.

Many hands made light work dismantling damaged Swifts for the valuable salvage parts that help keep member's airplanes flying. Also, thanks to Paul Mercandetti, Mark Holliday and Roger Weber for sticking around for the work session.

There is much to do here and we plan to have more work sessions in the future. We will be announcing the next one in the newsletter. If you can attend your help is appreciated.

Fly safe, fly often, have fun!

2019 Swift National Fly-in & Convention

by Paul Mercandetti

There is light work this month on the June Swift National. Please put the dates (**June 5-8**) on your calendar and look for more information in your January newsletter.

If there is anything you would like to see included in this year's convention, in addition to or in lieu of, please feel free to contact me and let me know by phone or text to 508-654-2671 or email: swift757@comcast.net. We are always looking for suggestions and ideas for something different and fun.

Happy Thanksgiving, *Paul*

Westover 2018**Excerpts courtesy of Gerry Hampton/WCSW Newsletter**

There were 26 Swifts in attendance at Westover this year including 2 new Swifters, Mark Plaskon from Schellville, and Jim Larsen from Santa Rosa. Long time Swifter Doug Shuster from Southern Cal made an appearance with a Swift he has been restoring. Paul Mercandetti and Jim Roberts made it in via big silver tube—we sure enjoyed their company.

There was a very nice banquet held Saturday evening at the Highway House (formerly Thomi's) with about 45 folks in attendance. Gerry Mahoney spoke about Dick Collins who went West in August. It was a very moving tribute giving a thumbnail sketch of Dick's life. He and Jeannie will be missed by all.

Viewer's Choice award went to Mark Plaskon Tired Butt went to Hal Cope

Thanks to Don Bartholomew, Brad and Kathy Stahl, and Al "Tex" McDonald for hosting Westover this year and next year.

Date set for next year: September 27th, 28th, 29th 2019

President's Comments by Jim "Frog" Jones

As we are close to Thanksgiving, Christmas and the end of 2018 the Swift Museum Foundation is thankful to have such a strong and dedicated membership to support the finest aviation type club in general aviation. It is the financial support, volunteerism from our members and support from many aviation product vendors that has allowed the creation of the newly completed SMF Museum, Parts Department, and museum aircraft maintenance/parts storage area. There probably is only one type club museum that exceeds what the SMF has achieved and that is the Beechcraft Heritage Museum in Tullahoma, TN. However, that might be expected when you look at the thousands of Beechcraft airplanes that have been built and the number of members with resources they have. The SMF new facility is debt free. In order to be sustainable there must be continuous fundraising; about 75% of the revenue generated in the past several years is from donations and fundraising.

Each Swift owner should be thankful to have the SMF to preserve the history, protect the engineering data, supply needed parts, have members that are so willing to assist in keeping the Swifts flying and other things that are difficult to quantify, especially the fellowship and friendship of likeminded aviators.

This is the time of year that many start to take a look at their yearend giving or support of organizations that are dear to them. As a qualified 501(c)3, the SMF is in a position to accept donations of stock or equities by having them donated to the SMF endowment fund. This endowment fund will be invested in certificates of deposit and low to moderate risk mutual funds. The earnings from this account can be used towards operating cost of the SMF. The benefit of this to you the donor is you can donate a stock, which you have a low cost basis in. This appreciated stock can be donated to the SMF without any tax penalty to the donor and the SMF gets the full value of the appreciated stock. If you the donor sells a stock in order to make the donation you then pay capital gains tax as well as a brokerage fee's. If the stock is transferred to the SMF endowment fund, the donor gets the tax deduction of the full value of the appreciated stock with no brokerage fee. I have found this to work for me with some of the organizations I support.

If you are in a position to support the Swift Museum Foundation with the donation of appreciated stock, please contact me or Scott Anderson. If you have questions concerning this type of donation please contact me. Donations can also be made via personal check or credit card. Please think about the value the Swift Museum Foundation has to you a Swift owner or member and support this great organization with your yearend donations.

Jim "Frog" Jones, President

Email; jimfrogon@swiftmuseumfoundation.org or Phone; 770 527-9036

Cottage Grove, OR Fly-in

By Karl Johanson—Excerpts courtesy of WCSW newsletter

The trip to Cottage Grove July 5th was one for the record books. Perfect weather, a great host (thank you Kent Koester) and support team from Diamond Point, helpful volunteers, nice location (Oregon Aviation History Museum) and a nice group of Swift owners who came from Seattle, San Diego, Phoenix, Louisiana, (yes, Louisiana), Texas and others I may have missed. Even Don Thomson made a cameo appearance ;-). There were a total of 23 Swifts and one Great Big Blue T-6 on the ramp.

There was a fairly large group of early birds like ourselves so it was great to see so many familiar faces on arrival at the museum. There were badges for all, a memory lane photo board with a Gone West area to honor the Swifters we lost in the past year. Thank you Dot Shepherd and Kent for bringing all the pictures! After getting the plane tied down we proceeded over to the hotel which is located across the street. But before that, right across the street from the airport fence gate was a medical marijuana dispensary. Sure struck us as an odd location!

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Founded by

Charles E. "Charlie" Nelson
1968

On Friday and Saturday Ken and one of his friends provided groups of us with kayaks to go paddling down the river which wraps around the airport. The combination of shallow water and my 225lb load in the kayak made for some interesting encounters with the rocks on the river bottom but no damage done to either the river or kayak. Donna worked it like a pro and led the group most of the time. Maybe we found a new water sport to pursue :-)

Friday's dinner was held at the hotel restaurant and it was well done. Food was good and it was great to have us all in one room. That was followed by movie night, which was chosen by popular vote, The Great Waldo Pepper!

Saturday morning John Johnson in his T-6 departed with Ozzie Nelson, Kent Koester, Bill Shepherd and Bill Gass to do some local flying and a missing man formation at a QB event nearby. They did some tight passes for our entertainment with John in hot pursuit. That evening we were treated to a barbeque feast done by none other than Chefs Johnson, Mahoney, and Hook.



With lots of help from the ladies and guys we had nice table set ups, beer and wine and of course great tri-tip, chicken, baked potatoes and all the trimmings! We even had a Swift Cake for dessert. It just doesn't get any better than that.

After dinner, Guido brought out his pristine Taylor guitar and played it like he stole it. We were delighted to sit and be serenaded by his Spanish love songs. Who knew this guy was ready for a spot on America's Got Talent! I strummed a few chords on it and immediately decided what I wanted for Christmas, maybe even more than a Garmin gadget for the plane! We retired early and most were departing in the early hours (yeah, you know, 9ish ;-). Great flight back with Bill Gass as my wingman until he dropped off to land at Clear Lake and we proceeded on to Watsonville (the entire San Joaquin Valley was so hot there was no way I was refueling anywhere inland between Redding and LA. If you have never stopped in for breakfast or lunch at Watsonville, give it a try, we really liked their café. So Cottage Grove Fly-in was one of the most relaxing gatherings Donna and I have been to, maybe I'm getting a little older and it takes less to entertain me or more likely, I just needed to kick back, unwind and hang out with old friends and this event hit on all eight cylinders.

Thank you Kent for all the hard work and planning it took to make the fly-in the memorable one it was. We will be back if you decide you can take up the challenge to host again in 2020!



Photos courtesy of Karl Johanson

HOW TO GROUNDLOOP YOUR TAILDRAGGER

Anonymous tongue-in-cheek article shared by Jim "Frog" Jones

Judging by how frequently it is performed, the Groundloop is indeed a popular maneuver. The Groundloop is an extreme low-level figure that is highly acrobatic in nature, which may be executed in many exciting variations. It is customarily performed as the last figure in a sequence, but I have seen the Groundloop attempted as a preliminary or warm-up maneuver.

It is rarely scored however, because it is most often performed out of the Judges' line-of-sight. Also, the Groundloop is categorized as a surprise maneuver, and therefore nobody is really prepared when it is executed. In fact, the figure is not considered genuine unless Judges, spectators and the pilot-in-command are all surprised! The many interesting and dynamic variations do not have a Degree of Difficulty or "K" attached, but rather are rated on the International HC* scale. *Holy Cow

HISTORICAL PERSPECTIVE

The Groundloop is one of the earliest recorded aerobatic figures. It was performed on virtually all of the tail-draggers dating back to Aviation's infancy. The maneuver really came into its own during the Golden Era of the Groundloop which was when the cross-wind landing was invented. Previous to this, circular landing fields were the norm and the pilot simply eye-balled the windsock, and landed into wind. However, it was soon discovered that a short, straight landing strip could be plowed out, and now there would be lots of room for hangars, clubhouse, and an expansive cocktail lounge. Once everyone saw how much fun this new land-use concept generated, it was adopted internationally. The daily Groundloop displays were an instant hit, and helped cast the new idea in tarmac.

ANALYSIS

Most Groundloops are weather cocking related phenomena. This means that at least one main wheel must be touching the earth, and a wind is blowing. Traditionally, the maneuver is started in a cross-wind; during the landing roll-out the tail is allowed to be blown down-wind. At this point there are a variety of options that can be exercised depending on your in puts, and the maneuver can take off in almost any direction, and finish in a variety of attitudes. Groundloops that occur under calm conditions are more rare, and require vigorous control inputs, so you really have to work at it to get a decent one.

Groundloops can be generated anywhere from 5MPH to flying speed. When executed at high speed, the figure covers more territory and generally spawns the most interesting variations.

High-wing taildraggers probably Ground loop the best because the upwind wing is more exposed to the breeze. The high- wing also enjoys a longer arm to really accelerate things once the maneuver starts. If the airplane is designed with the wheels forming a small triangle (short-coupled), and in the hands of the right pilot, this could be a Groundlooping champion.

ESSENTIAL BACKGROUND KNOWLEDGE

Avoid the study of the following subjects: a) Cross-wind Landings and Take-offs. b) Ground-Handling ininds. Avoid seeking instruction on these subjects, for it will greatly reduce your chances of producing a truly World-Class Groundloop. Also, you might want to have a good line ready in case someone raises one of these subjects in conversation: "Cross-wind Landings, heck, wasn't that about lesson 5 on your Private License? I'm way beyond that.

PREPARATION

To be successful, we must prepare both pilot and aircraft.

Pilot: To perform good Groundloops, the best preparation is no preparation.

Aircraft: The aircraft can be prepared in a variety of ways to ensure consistently good Groundloops. First of all, the main wheels should be shimmed to a toe-in condition. If the wheels are adjusted to track straight ahead or are shimmed slightly toe-out, the tracking will be too stable to assist your attempts at Groundlooping. Keep the tire pressures different from one another. If you know the direction of the cross-wind, reduce the pressure on the up-wind tire before going flying. And remember, it isn't necessary to change the tires until you can see the second ply of fabric showing; a blow-out can be the start of a dazzling Groundloop.

Avoid the hassle of taking off those troublesome wheel-pants by putting a drop of Loc-tite on the screws. Now you have a good excuse not to inspect the brakes. So, when the brake fails on one side or the caliper pinches through a rusted disc, you will enjoy a splendid Groundloop.

At the back end, you can start by loosening the fitting that holds the tail-wheel spring to the fuselage. Just back the nuts off a few turns. Also back off the nut that attaches the tail-wheel casting to the spring. Now, slack off the steering springs a couple of links so the chains sag. And while you're at it, cut off that lock wire that some conscientious Engineer installed incase the chains break. From time to time they break on landing and produce a thrilling, and rakish Cramer-like lurch Fantastic! These simple mods will produce a delightfully loose rear-end that feels like it's on ball-bearings.

The little tail-wheel is best left alone; over time it becomes worn into an interesting cone-shape by the effects of slip stream, P-factor and gyroscopic effect. These left-turning forces create more wear on the starboard side of the tire, and soon you have a beautifully unstable little demon back there to really help you out.

Install the push-to-talk switch in a remote area of the cockpit. When the tower talks to you on the roll-out, you can lookdown into the cockpit to locate the button, and when you look up, you may be treated to the wonderful green-and-blue kaleidoscope of rotation about the vertical axis.

TECHNIQUE (HOW-TO)

Once the pilot and aircraft are prepared, it's a little like shooting fish in a barrel; there's really nothing to it. There are several things you can do to get the Groundloop going, but really the best thing to do is nothing. Just let it happen. If you are landing or fast-taxiing in a cross-wind and you want a Groundloop ... you guessed it- do nothing.

Taxi with abandon. As a pilot, you are a free-spirited individual, and this can be best displayed by a carefree jaunt down the taxiway. Just let go of the stick and use the hands-free time to organize your maps and sequence cards. If the tail-wheel comes off the ground, you're going a little fast. Maybe you'll want to use the time to put on your seatbelt, polish the inside of the canopy, re-tie your shoelaces or perhaps light up a smoke. Taildraggers have the right-of-way, so you won't have to stop suddenly.

When cleared for take-off, start bringing the power up as you swing out on to the runway Of course you'll want to shove the stick forward quickly to get that tail up (you can't get it up too soon). If the plane will fly at 50, hold it on until 65. This technique spreads out the landing gear and brushes off some rubber, but everybody does it and it looks cool. If you get rolling quickly, any cross-wind won't matter. Now rotate as you would a 767. Haul straight back and blaze into the blue.

On the approach, keep it low and fast. If the airplane lands at 50, cross the fence at 100. It's best not to have a planned touchdown point because that can interfere with the free-spirited nature of the flying event. Start fanning the rudders through 500 feet, and keep it going until you've cleared the runway. The fanning technique is to let the airplane know who's boss. Get the plane down to the runway as soon as possible, and force it to land with plenty of forward stick. The fast-landing method is good for all weather conditions, especially quartering tail-winds. Once the plane is firmly on the ground, let go of the stick, but keep fanning the rudder to cool the tail-wheel assembly. Taxi in as you taxied out.

VARIATIONS

1. 45-Degree Overland Express.

This one is best done at about 40 MPH. The airplane is allowed to weathercock slightly, the upwind wing and wheel are allowed to rise about 30 degrees and the plane swings into wind. At 45 degrees off the runway heading, sharp downwind brake, full aft stick and aileron into wind are added to stop the Groundloop. The plane is now headed off overland. This is useful for taking a short-cut to the washrooms after a long flight.

2. 90-Degree Quick Turn with Prop Curl.

Use the same technique as above, except at about 20 MPH. When you stomp on the downwind brake, also shove the stick forward. Even though you are traveling slower, the gyroscopic effect of shoving the stick forward will give you that extra 45degrees of rotation. The tail will rise briskly. As soon as the prop touches the

runway, pull hard back on the stick and apply both brakes. This was how the original Q-Tip Propeller was invented. If you've done it just right, you'll probably have a much more efficient prop.

The Prop Curl can also be done straight ahead. Taxi at about 10 MPH while tucking in your shirt or cleaning your sunglasses. Keep your hands off the stick and slam on the brakes. Voila! Also try this while maneuvering the tail-wheel over an obstacle. For a more dramatic Curl, hold the stick forward and add a burst of power.

3. Pitts Special Twin Arcs.

Start the Groundloop from the roll-out at about 25 MPH. Remove all cross-wind inputs and allow the airplane to weathercock. Move the stick forward to at least neutral to lighten the tail-wheel and reduce its directional control. The little biplane will rise up on the downwind wheel and begin a concise pirouette. The downwind wing-tip will hit the runway and begin scribing an arc of red butyrate, Dacron and plywood. Without hesitation slam in full upwind aileron, as if to attempt to lift the lower wing. The downwind aileron will shoot down and describe a beautiful red arc parallel to that made by the wing-tip. Pull the stick full back, push full downwind brake with full rudder and a burst of power to erect the plane. These little red arcs are very artistic and will attract a good crowd in the evening following the days flying.

4. 180-Degree Pirouette with back-track

This one is best attempted in a light high-wing with narrow bungee landing gear, a Cub will do. The maneuver works best in a quartering tail-wind. This figure looks difficult, but is really pretty simple. It works best if the pilot does not interfere. Get the weather-cocking started in the usual manner. Move aileron out-of-wind and push the stick forward to get weight off the tail. 20 MPH is fine. As the up-wind wing rises, the center of gravity swings as a pendulum toward the lower wing. About the time the down-going wing smacks the runway, the center of gravity will have swung to the outside of the downwind wheel. Apply this brake hard. Now it's as if you had two upwind wheels because the center of gravity has migrated outside via centrifugal force. So now it wouldn't matter which brake you applied, the effect would be to increase the rotation of the Groundloop. The wing-tip smacks off the tarmac, the brake completed a full 180-degree turn, and fast-taxi back to the button.

5. Groundloop with Bunt.

This is certainly one of the more dramatic figures in the Groundloop family. You'll want to be traveling a little faster to get this one. Say 35.MPH. The figure should start slowly then get faster and tighter as rotation sets in. A dry runway is necessary, and a quartering tail-wind from the left is best. Once rotation starts, shove in full down-wind stick and full forward elevator. This will really tighten up the rotation. Now add full brakes and full power. The tail will shoot upwards and the airplane will do a kind of shoulder roll right on to its back. This is really low-level inverted, and you should ensure that your belts are very tight. This figure should be reserved for the last flight of the day.

CONCLUSION

The Groundloop has been around for almost a century and I'm sure it will be with us forever. And to keep it alive, all we have to do is be a little complacent, a little cock-sure and in a little hurry. Most important, one needs a thorough misunderstanding of weather cocking, cross-wind take-offs, landings and ground-handling. Sounds pretty easy to me.

Enjoy your spin-around!

Parts Wanted

Sensenich 74DC-1-59 Propeller for Cont.300D engine

Carburetor MA-3SPA 10-4895-1

Contact: Dennis Davies
 phone 250-791-6451
 Email dwd5360@gmail.com



For Sale

N801JF is a 1946 Globe Swift GC1B serial number 1165 in excellent condition. The aircraft needs nothing. Flown Saturday, October 13, 2018. It is a sweet Swift.

Polished wings with silver painted fuselage and red paint top. Paint and interior is excellent. Cessna 150 seats. Zero time Continental C145 engine, zero time McCauley cruise propeller, new spinner, one-piece windshield, and new Concorde RG-35AXG battery purchased October 5, 2018. Has brakes right side. King NavCom, Terra NavCom and Narco Transponder. Complete logs since 1960. Hangared. There is damage history. It was flown by the owner's CFI and landed gear-up on the grass-strip Triple Tree airfield in SC two years ago. Repaired by Mr. Dennis Argetsinger of Gunz Aviation, LLC. @843-441-3867. The engine has new Millennium Cylinders & new Pistons, a new lightweight SkyTec starter, reman alternator, new spin-on oil filter and new Teflon coated fire-resistance hoses. Motivated sellers. Desire efficient, equitable transaction. Photos available **

Contact: **Wesley Cox — 714 Narrow Way — St. Simons Island — GA 31522 — Cell: 404-272-3469**

Globe (TEMCO) Swift, 1949. SN 3686. A polished aluminum classic. Asking \$31,000 OBO

Airframe 3,270 — Continental O-300D 698 SMOH

Sensenich 74DC-1 fixed pitch recently re-pitched to “climb”

Classic, in fact beautiful, “T” instrument panel.

Excellent Interior with the large flat hat rack area of TEMCO Swifts. Full cargo space behind the seats

Standard factory opening aluminum canopy. (Very cool interior when flying!)

Two Piece wind screen — Standard 26 gallon fuel tanks. (Actual fuel burn is 7.4 gph at 110 knots. For flight planning I use 8, 3+15 endurance.)

Instruments (VFR aircraft with a standard round dial T panel) — Dual head radio (King I think, but I have to go check)

4096 transponder — Apollo GPS (which I do not normally turn on)

A very nice between the seats iPad mount (I prefer iFly GPS software) and a USB power port.

Contact Tom Gray tcgray@tds.net

***Photos for ads available on swiftmuseumfoundation.org*