

SWIFT MUSEUM
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2019 EVENT SCHEDULE

Swift National 2019
September 11—15
Swift Headquarters
McMinn Co. Airport (MMI)
Athens, TN

Westover 2019
September 27—29
Jackson, CA

RRSW Gathering
October 4—5
Pecan Plantation OTX1

Swift Museum Foundation, Inc.



Volume LI Issue #9

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Executive Director Report by Scott Anderson

I would like to say thank you to the members of the current Board of Directors, the Officers, and the Committee members that keep our Foundation moving forward.

These dedicated members voluntarily give of their time, knowledge and expertise for the greater good of the organization. We have a great group of like-minded people I have been blessed to work with. In the short time that I have been in the Director's chair, this group has been accomplishing so much. New Swift parts don't just fall out of the sky, fly-ins don't just happen and fund raising to keep the doors open doesn't just show up in the mail. These are just a few of the items that happen behind the scene daily. A great deal of effort is made on a regular basis by these good people and I hope that when you see them that you say "thank-you" too. There are also members who volunteer time and effort in the background that don't ask for or receive recognition for the things that they do but it is a very important part of how we are continuing to grow as a type club. We all lead busy lives but the continued support from our actively engaged members are why we are as strong as we have ever been.

I would also like to thank the many members across the country that put together the regional events that are so important to the unity of the Foundation as a whole. Not everyone can travel to every fly-in being held so these regional events are the key to giving every member an opportunity to attend a Swift related get together and be involved on a personal basis.

We must be doing something right as our membership is growing every week. New and younger members are joining, giving hope that SMF will continue well into the future. I'm not hearing about airplanes being damaged as often now, so our efforts to train and educate new owners must be helping. All of this collectively is why the Swift Museum Foundation is becoming so recognized in the general aviation world.

Lastly, thank you to all the loyal membership, new or old that support and contribute in many different ways to our unique group. We are so fortunate to have the beautiful facility that we and many others enjoy, parts and technical support for our airplanes and the comradery that comes with our common interest. Please join in being thankful for all that we are blessed with and make Swift a high priority in your lives.

We look forward to seeing you all soon!

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

President's Comments *by Jim Jones*

For the past two years the Swift Museum Foundation has tried to get a new autopilot approved for the Swift. The only one currently approved is the Century I and the technology is over 50 years old. We discussed the topic with TruTrak for a couple years. They had several other types of airplanes they were working with that had higher volumes airplanes, Mooney, Comanche and American Yankee. There was no interest in the foreseeable future. It was announced that TruTrak had been purchased by Honeywell three weeks ago.

Bo Mabry and I had a very good conversation with Trio Avionics during Oshkosh/AirVenture. They are interested in developing a STC for the Trio Autopilot for the Swift. However, it is a numbers game. First they require a \$20,000.00 up front engineering cost to cover developing the hardware, engineering drawings, DER and FAA certification. They also require a Swift to be at Oxnard, CA Airport for about a month, where the work would be performed. I talked with David Clark, who recently purchased Paul Ross's Swift to see if he would make his Swift available for the STC' development. If there is anyone else who may want to make their Swift available for the engineering please let me know. It would be much easier if the Swift is located in California. The cost of the STC approved autopilot will be between \$5,000.00 and \$6,000.00.

If you are seriously interested in purchasing a Trio Autopilot, please send me an email stating your interest. jimfrogjones@swiftmuseumfoundation.org or contact Scott Anderson at headquarters. Once we have 20-25 people committed the financial details will be worked out on how to get the engineering funds together. A non-refundable deposit that is applied to the purchase price may be one option. The important thing is having enough people seriously committed. Several Swift owners have agreed to fund the engineering cost. However, a plan to reimburse them needs to be developed.

Having a state of the art approved autopilot for the Swift would certainly add a high level of safety of flight especially for those who fly their Swifts IFR. It would also reduce the fatigue level during long cross countries.

Fly safe on your way to Swift National 2019. Hope to see you there.

Swift Formation Committee Update *by Paul Mercandetti*

Once again, we will be presenting a Formation Clinic at this year's Swift National (Sept 11-15). If you are a first timer, we need proof of insurance and please order your formation books **now** study them and bring them with you. If you are an old-timer, you are always welcome and encouraged to monitor the class. We need your participation in the flight training. Please review your manuals, especially the hand signals. We are planning for a large formation flight to THA on Saturday. Those of you not wanting to go in formation can follow in trail as we did in St. Louis a few years back.

Chairman's Comments by Paul Barnett

As I sat in the Business Center of a Hilton Garden Inn enroute to AirVenture 2019 (a.k.a. Oshkosh), I would like to encourage all fellow Swifters to be mindful of the weather as we travel. Despite the speed of our incredible aircraft, we never need to find ourselves trying to tempt fate when it comes to weather avoidance. At no time in history have we had such incredible access to weather information while sitting in the cockpit; now it's incumbent upon each of us to make wise weather choices both prior to takeoff and after takeoff.

Weather did in fact cause us to miss an incredible event scheduled for our 2019 Convention in Kansas City; nevertheless, we are guaranteed to have a most enjoyable Homecoming Convention in Athens, TN in September. Keep the shine on your beloved Swift and let us prepare to have one of the most well attended Conventions in decades.

Thank You to all who participated in making the 2019 Raffle a success and CONGRATULATIONS to our winners. We all share a passion for Swift and while at times it seems challenging and frustrating to keep the excitement going due to being pulled in so many directions; it's participation and involvement that will allow the legacy of Swift to continue for generations to come. I personally Thank You for your continued support, please invite a friend to participate and join; to be a Swifter DOES NOT require one to be a caretaker of a Swift, just a common person that shares a love for a not so common airplane.

Swift National 2019 Update by Paul Mercandetti

It's about time!!! I'm excited and looking forward to seeing all of you again. Lots of re-planning has gone on and arraignments are remade for food, tables and chairs, forum speakers, formation program, etc., not to mention our fly-out to Tullahoma (THA). This will be a great chance to show off our beautiful airplanes but more importantly to show the GA world what a great club we have and to welcome them into our community and increase our ranks. The more the merrier. With the cost of plastic airplanes being so high this would be a great opportunity to expose the younger generation to a wonderful alternative.

If you haven't made your hotel reservations DO IT NOW! Don't forget to mention Swift when making your reservations:

Comfort Inn Athens
2811 Decatur Pike
Athens, TN 37303
423-252-8030

Once again, I would like to thank Ron Sipple and his crew for all the work they did to try and make for us a great event in Kansas. I hope we all thank him personally when we see him. As they say: "come hell or high water" I'll see you in September.

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Founded by

Charles E. "Charlie" Nelson
 1968

THE JOURNEY TO THE 50th OSHKOSH *By Jeff and Donna Smith*



In mid-February Donna and I were sitting at the dinner table discussing the upcoming events for this year when she decided to take a break and walk to the mailbox. As she was walking thru the door, I asked, “is there anything interesting?” She was holding an unopened letter from EAA Headquarters and exclaimed, “this is your personal invitation to fly the Swift to AirVenture 2019.” I laughed out loud, thinking about all the scheduling conflicts that we were already facing this summer. She opened the letter and read it. She then laughingly exclaimed, “that it was

most definitely a personal invitation to fly Swift N3849K to Oshkosh for the 50th Anniversary and put it on display at the Brown Arch (that would be painted blue as it was in 1970). The letter stated that all registered show planes from the first gathering in 1970 were invited to attend this special celebration.

My mind started racing, thinking about all the commitments we had and the thought of getting the Swift ready to fly to Wisconsin from North Carolina. Supporting EAA and making a good representation for the Swift Association were at the forefront. I then realized; it would be difficult to impossible to accomplish.... In March Donna and Colby (our youngest son) would be participating in a week long High School Senior Mission trip to the Dominican Republic; we were taking delivery of new farm hay equipment in April, preparing for hay season to begin in May, as well as Colby's baseball tournaments, high school activities and all the events associated with his graduation in May. In June there was Swift National that we were planning to attend, in addition to a family cruise to the Bahamas, that had been promised to Colby nearly ten years before. These events put us at the end of June, with little preparation time being given to the airplane. 😞 I then remembered that I had gotten an email from work stating that my recurrent training was being moved up from August to July and they thanked me for my understanding and cooperation, how very thoughtful. Heck, I don't even have vacation until October, so when am I supposed to get the plane ready? Wait a minute, I thought; did she say N3845K (our project Swift) or N3849K (the flying Swift)? Some of the pressure would be off, if it was '45K. It was not, it was for '49K, my head started to hurt even more. After what seemed like an eternity, but probably only 30 seconds, I realized that the adult and responsible thing to do, was to thank EAA for their invitation but simply decline due to our set obligations. It would be disappointing, but we would get over it. I then noticed Donna was busy on the computer, and I knew that she must be thinking the same thing as I was, we would have to put it off for another year; she could explain to EAA better than I, that we simply couldn't make it. I was thinking how proud of her I was, that we were thinking along the same lines. So, I asked, “how are you responding back to EAA and how did you let them know?” She quickly responded, with a grin, “I told them we would be glad to fly the Swift up and put it on display all week for the entire 50th celebration!” Great! That is exactly what I was thinking. (not) I took a deep breath and said, “Let the Journey Begin!”

Airplane preparation proceeded at a snail's pace between flying trips, farm work and all the other stuff. March went by with some progress made, then April, the very busy month of May and on thru June. July was coming into view quickly and we were waiting on the July schedule to come out, to see if I would have the time off and what week my school would be put on. Good Lord willing, we might actually have a shot at this, we were hoping. The schedule was posted. My recurrent was in the first half of the month, with almost the entire second half off for Oshkosh!! Our thinking changed, maybe we were supposed to do this and finally make the flight to Oshkosh in our beautiful little Swift. The excitement was building as we cleaned and prepared the airplane.

Then 19th of July arrived, and we were both ready to leave. Donna was driving up in the van alone (as none of the kids work schedules allowed them to come) with the camping equipment and I was flying the Swift up. I had to stop in Mt. Airy, NC before crossing over the mountains, waiting a few hours on weather. My next stop would be Portsmouth, OH, then on to Kokomo, IN. I was already behind on making it all the way to Oshkosh but maybe there was still a chance. It was a nice day but very windy in Kokomo. I realized after landing and fueling, that I could not make it all the way or that it would be right around 8 pm, closing time at Oshkosh. While I was in the FBO, I looked out the window, and saw Donna driving up. I thought, how in the world did she get here? She then said she diverted that way when she realized she could be arriving right around the time I was scheduled to land. We found a room at a Motel 6, “because they left the light on for us” and it was the only room to be found.

Bright and early, 5:30 am, on Saturday we were back at the airport. I took off for Dekalb, Illinois around 7am, and Donna left in the van; she had a 5 ½ hour drive to Oshkosh. As I approached Dekalb, a Husky was landing in front of me, and I rolled in behind it to get fuel. I thought, “Not far to go now!!” Two more planes rolled in and fueled up also. The weather was deteriorating in Oshkosh, it was light rain and winds were gusting to 26 knots. The other guys said, “there’s a small window, let’s go for it”. We were listening to OSHARRIVAL and OSHALERT, it didn’t sound too great. But I thought, “let’s get going, we can handle it.” After taking off and making the turn to Oshkosh, I picked up a small vibration above 2300 rpms, it was smooth below. Not wanting to risk it, I turned back to Dekalb and landed. I texted to Donna, that she should head that way. She was on the interstate driving thru Chicago at that moment. She changed her GPS and saw that she was directly east of my location and should be there in two hours. By the time she arrived at Dekalb the Swift had been pushed into a hangar directly in front of two beautiful P-51 Mustangs. “This is It” and “Slender Tender and Tall”. I was going to put up a sign that said, “I may be slow, but I’m in front of y’all.” After leaving the airport for lunch and finding a room for the night, and that wasn’t easy because there were several conventions in town; we came back to the airport. By that time, the ramp had 20+ airplanes, and Oshkosh was shut down. All those people were now looking for rooms, and some put their tents out by their planes. The storms came through Oshkosh and within a 24-hour period, 5 inches of rain had fallen, effectively closing all grass field parking and closing Camp Scholler as well...our planned home for the next 7 days.

Sunday morning found us back at the airport, Donna was cleaning the airplane and I was trying to determine the cause of the vibration. A gentleman walks up and said that he heard that we needed help. He stated that he had the maintenance shop next door, and then he said the sweetest words we had heard, “Wanna see my Swift?” I immediately began to feel better and felt like I could see the light at the end of this tunnel. He introduced himself, Jeff Kohlert of Fly America at Dekalb. He has a very nice project Swift that he is working on. With his assistance, we checked the compression and tested and cleaned the spark plugs while looking for anything obvious. We found one spark plug with arcing on the insulator. A new plug was installed, the test run up was ok. We pushed it back to the hangar with the Mustangs. By this time, it was 8:30 pm, so we called it a night, with plans to return in the morning at 7:30, when the FBO opened.

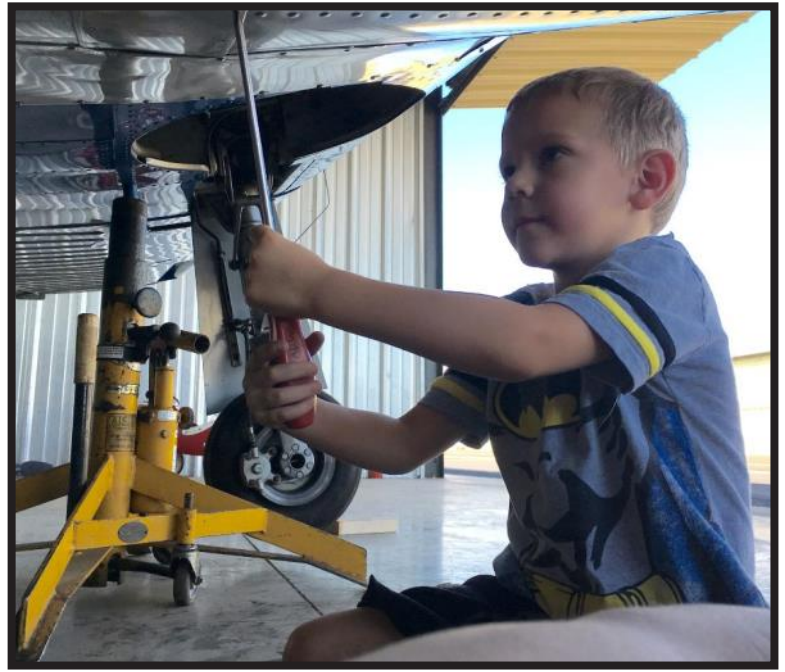
Monday morning, we were back at the airport, we topped off the fuel and I took off. Donna now had a three-hour drive to Camp Scholler. I made one lap around Green Lake holding, then came on in to Fisk. I was cleared for left base 36L, to land on the Yellow Dot and to follow the Ford Tri-motor on a right base. I landed at 10:30am. Because the EAA Vintage Cam was still pointed at the runway during my arrival, the kids at home (Justin and Nikki) were able to watch the Swift land. Donna was still driving, but had her iPhone set to GPS, and her iPad was on the EAA website playing the Vintage Cam. When she heard the tower call out to the “Silver Swift” she pulled to the side of the road and while watching the iPad, she filmed the landing with her iPhone. Nikki, our daughter, said it was the “best landing ever!” I, however, did not know that all of this was taking place as I was still “rolling out to the end and turn left”. I rolled to the end and everyone was smiling as I taxied to the “Blue” Arch area.



Parking complete, I shut Mr. Swift down, and thought about the past five months. With God’s good grace, Donna and the kid’s excitement, enthusiasm and encouragement, and with the help of fellow Swifter Jeff Kohlert being in the right place at the right time, we had done it! We had safely arrived at Oshkosh with Swift N3849K!! What had seemed impossible to me in February had become possible due to a special event, a special little airplane, and with special people along the way. The Swift seemed to enjoy being in the right place at the Arch and he loved the attention he received all week long. His smile was getting broader every day, from being photographed, all the well-wishers and the folks just enjoying the Swift. It was all so well worth the great effort! Who knows, maybe he will be back with our kids in another 50 years for the 100th Anniversary, and then they too can have their own Outstanding Swift Journey.



**Oshkosh AirVenture 2019 Award Winner
Jeff Smith's Swift N3849K**



Special photo from member Allen Wood of his son Dalton helping dad work on Swift N33TC S/N 2106 in August of 2016.

Articles and photos are coming in.... Keep them coming! Many thanks to all of you who are heeding the call for newsletter input. Send us your Swift stories and photos to share with your fellow Swifters. Jeff and Donna Smith's article this month is just one great example. We have more to come and are looking for yours as well. Be it long or short we want them all. Many thanks!