

SWIFT MUSEUM
FOUNDATION, INC.
223 COUNTY ROAD 552
ATHENS, TENNESSEE 37303

OFFICE 423-745-9547
PARTS 423-744-9696
FAX 423-745-9869

WEB SITE:
SWIFTMUSEUMFOUNDATION
.ORG

EMAIL:
SWIFTMUSEUMFOUNDATION
@AOL.COM

2019 EVENT SCHEDULE

Westover 2019
September 27—29
Jackson, CA

RRSW Gathering
October 4—5
Pecan Plantation OTX1

Swift Museum Foundation, Inc.



Volume LI Issue #10

September 2019

Executive Director Report by Scott Anderson

Swift National 2019 is now behind us after having to change our date and location from our planned event in Kansas. Good things come to those who wait apparently because the response from those attending was that everyone had a great time. My thanks to all who made the effort to be here, either by Swift, auto, or Airlines. As much as we enjoy the airplanes, it's the people that make the event a success.

I'd also like to thank everyone that helped make the fly-in a memorable one. Fly-in Chairman, Paul Mercandetti, Jim "Frog" Jones, and our new office and parts gal, Sue Luth, for taking on all that they did to make everyone feel at home and enjoy being at our amazing Headquarters. I also want to thank the many volunteers that helped with the numerous tasks at hand. From setup and breakdown of the facility, helping with the Swift Store, aircraft parking, or even just keeping the trash taken out, many hands made light work and we couldn't do nearly as well without the help of these dedicated members. Paul Mercandetti has a more detailed report on the event/fly-in this newsletter.

Swift National 2020 is scheduled for Oct 7th – 11th at Headquarters so make your plans to join us here for a great time next fall.

Note: I would like to personally congratulate Paul Mercandetti on his FAA Master Pilot Award. No small accomplishment and a very deserving recipient of this coveted award.

June 1972 Air Progress Article by Budd Davisson "Captain Hook and his Fantastic Flying Machine"

Pat Moore provided this link to a great story about fellow Swifter, Steve "Captain Hook" Halpern. You old-timers will remember Steve and his outstanding ability and ingenuity.

<http://airbum.com/pireps/PirepSwiftHook.html>

SMF Committees**Executive**

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Paul Mercandetti
Sam Swift
Scott Anderson

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Pick Freeman
Scott Anderson

Audit

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Finance

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Newsletter

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Nat'l Convention/Fly-in

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Formation

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IT/Web

Tracy Rhodes
Jim Jones

Aging Aircraft

Steve Wilson
Ken Coughlin
Dave Carpenter

Swift National 2019*by Paul Mercandetti*

Well it finally came to fruition. All our efforts times two and we made it happen. We pulled it off without hardly a hitch. It was close to 30 airplanes when I lost count, and we had about 80 members and lots of guests both local and from afar. Most notably my daughter who flew in from Hong Kong. We also had some people stop in on their way to Tullahoma for the AOPA fly-in as we had envisioned. The fly-out to THA went very well and was well received, I'll cover that further under the formation heading. As usual getting the count correct for meals remains the biggest problem. The food itself was very good both from the food truck and the evening catering. In my effort to make sure we didn't run out of food and charging the minimum we could to keep things reasonable we came up a little short overall.

I want to thank everyone who put so much effort into reworking this event, especially Scott, Sue, Frog, the BOD, as well as all our vendors who so graciously donated product to us again this year. Be sure to thank them if you have the opportunity at an event. We also want to thank the city of Athens, Tennessee for allowing us to make noise and blow smoke all over without any complaints.

On a personal level I would like to thank my good friend Jim Roberts for conspiring with my lovely wife Sandy to have not only my daughter Lia from Hong Kong but also my son Richard and grand-daughter Maeve from Denver there to join in with my extended Swift family and see me be awarded the FAA's Master Pilot Award. This was a total surprise to me! Over 50 years of accident free flying—I guess they don't take off points for combat losses. Thank you all for honoring me, I am deeply flattered.

No rest for the weary— It's time to start planning for 2020. Your BOD has chosen **October 7-11, 2020 for the next Swift National convention in Athens, TN.** Mark your calendars now.

A lot of debate went into picking this time slot, weather was the driving factor not to mention all the other events taking place in this time frame. We solicit your input for future events realizing that we cannot please everyone but we do try. Also, we recognize the benefits of moving the convention around the country occasionally. However, we have put a great deal of time, energy and money into building a first-class climate-controlled facility in Athens. This coupled with almost no convention administrative costs and parts sales income makes it a win for the organization.

Thank you to all who made the effort to be here. A good time had by all!

2019 Swift National Award Winners

Grand Champion Original ——— N3321K - Chris Reiff
Reserve Grand Champ Original — N3849K - Jeff & Donna Smith

Grand Champion Modified ——— N3315K - Jerry Bauerle
Reserve Grand Champ Modified — N84799 - Paul Mercandetti

Grand Champion Super Custom ——— N3824K - Jim Jones
Reserve Grand Champ Super Custom — N3389K - Bruce Kaufman

Most Original — N80505 - Scott Anderson & Paul Barnett

Best Polish — N3315K - Jerry Bauerle

Best Paint — N3824K - Jim Jones

Best Panel — N3389K - Bruce Kaufman

Best Interior — N3303K - Hal Cope

Ladies Choice — N84799 - Paul Mercandetti

Charlie Nelson Memorial Award — Dick and Jeanie Collins

President's Award — Fern Villeneuve

Greatest Distance Traveled — Lia Farrow (Hong Kong)

Greatest Distance by Swift — Bill and Will McLarren

Award photos next month!

Swift N78028 and AirVenture 2019

By Mike Spalding

In early Spring of this year I came home from work one day and going through my mail I see a letter from Oshkosh. I didn't give it a thought as it didn't really look official, but looked like it might be junk mail. I almost threw it out unopened, but just tossed it on the counter. That's where it sat for about a week. When I came across it again, I opened it on my way to the trash. As I read, I began to smile and said "Oh, Yeah"! It was an invitation for our Swift to celebrate 50 years of Oshkosh and that our Swift, had attended the very first Oshkosh event!

I made the call to register our Swift N78028 to attend as a 50 year participant. Now all there was to do was wait...and wait. I was quite excited to be taking the Swift this year. Elle (my fiancé) and I go to Oshkosh annually, but have never taken the Swift. We have been fortunate (unfortunate when you go to the pumps) to also be caretakers of an H model Beech 18. We are used to taking everything we can think of. Having to pack for two people to stay a week, in Oshkosh with the Swift was going to be a challenge by our usual standards. But, when we backed up and thought about it, realizing that everyone else with Swifts and other two seaters do it all the time, so can we.

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Board of Directors

Chairman

Paul Barnett

P. O. Box 546
Brookhaven, MS 39602
pbarnett@pbnissan.com

Vice Chairman

Paul Mercandetti
4716 Buffat Mill
Knoxville, TN 37914
mercandettipaul@gmail.com

Scott Anderson

779 Highway 39 East
Athens, TN 37303
swiftmuseumfoundation@aol.com

Mark Holliday

P. O. Box 243
Lake Elmo, MN 55042
markh85@aol.com

John Johnson

12 Flight Alley
Sequim, WA 98382
smokeys49@hotmail.com

Pat Moore

2574 Buffalo Street
White Bear Twp., MN 55110
swift49@gmail.com

Sam Swift

580 Harpeth Trace Drive
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

Executive Director

Scott Anderson

779 Highway 39 East
Athens, TN 37303
swiftmuseumfoundation@aol.com

Honorary President

Jim "Frog" Jones

1061 Devon Drive
Madison, GA 30650
jim@dixie-industrial.com

Historian

Kenneth B. Coughlin, Jr.

Oklahoma City, OK
swiftlyken@aol.com

Founded by

Charles E. "Charlie" Nelson
1968

So, we're off to Oshkosh, only to arrive on Sunday and be told no grass parking unless you had tundra tires or had reservations for concrete parking. We didn't realize this until we were approaching Ripon, the initial arrival fix for Oshkosh arrival. While talking to OSH arrival I asked if 50th anniversary aircraft were an exception. I quickly found out we were not so special. A Cabin Waco called and asked, as a former show plane; "what if you didn't know whether you would be parked on grass or pavement." Controllers said if they couldn't park you, they would make you take off and go somewhere else. The response was all I needed to hear. I decided to take that chance. We landed on 36L and turned off at the taxiway at the Brown Arch. One of the ground marshalls stopped me and came around the back of the wing and said "as soon as that helicopter is out of the way, we will get you going". I said "where am I going?" She pointed to 50th anniversary parking straight ahead. I said "you're not going to make me leave?" She smiled and said "no, you're going to park right there".

They brought me onto the grass and much to my dismay, stopped me in a low spot (it was quite soft and wet everywhere) and had me shut down. Only a few planes were there who had arrived before the big storms that saturated OSH for two days prior. They wanted to push me into the parking area. I convinced them it would work much better if I power it into the spot as you couldn't get enough people to push it through this soft, wet ground. So that's what we did; right into the end spot of the airshow flight line...right at the Brown Arch. Perfect and center stage for watching the airshow every day.

Our invitation also came with daily passes to the EAA pavilion just steps away which had a seating area for airshow viewing, drinks, snacks, restroom, and tent to get out of the sun. That proved to be a very helpful. Particularly during the airshow, as being on the end of the row on the flight line rope was also where everyone else wanted to be. So much so, that we didn't hang around the plane during the day other than storing things, checking on it, and so Elle could clean on her when we weren't doing anything else. Yeah, that's right...Elle cleans on the Swift. She actually takes great pride in keeping the aircraft clean. I'm not even allowed to participate in that task. Oh well....There was a group photo of the 50th aircraft owners in front of the Brown Arch on Tuesday (causing us to be late for the Swift forum). I've not yet seen this picture.



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The rest of the week was uneventful and the plane did great on the whole trip. It worked out to help break-in my overhauled cylinders installed only months ago. When N78028 arrived in Oshkosh 50 years ago, it had 700 hours TTAF, still had its C-125 engine and was generally a stock airplane. It sported a year old paint job and an owner that had her for two years made the trip from California. I was only 10 years old at the time, but would come to know this aircraft several years later in my teens when the owner moved to Virginia and was based at Hampton Roads Airport (PVG) where I was a member of Civil Air Patrol (CAP). The rest of the story as to how me and N78028 came together many years later is an article in itself; and will write about that someday.

N78028 would see a C-145 engine before it was eventually upgraded to a Continental IO-360D, new instrument panel with modern radios (which are about to be upgraded again), Machen (now Merlyn) aux wing tanks, ELI Gear, and just about any other mod that was available at that time. Many changes in the past 50 years that have made an already great airplane even better with every upgrade. 028 now has 2040 hours on it and going up all the time. When the 100th anniversary rolls around, I hope the future caretakers will take her back.

Swift on AirCorps Library by Ester Aube

If you haven't been on AirCorps Library lately, you should check it out - I have been working behind the scenes since February to update many of the features on the website! You might remember the digitizing project that I completed over several trips to the SMF in the past few years. The majority of the materials, including all the drawings and manuals, are available to Swift members through the AirCorps Library website, but there are materials that I am still working to add — specifically the serial number folders!

Because of the large number of serial number files that needed to be made available on the website, and the way they needed to be displayed, changes to our document viewer became a necessity. We unveiled a new viewer in late July that allows better zoom capabilities, the ability to rotate single pages, and much more. These new features will be a benefit to viewing both Swift manuals and drawings, along with all the other materials that we have on the site.

With all the work that it took to implement these new changes and additions, I didn't have time to add a lot of materials this summer, but fortunately I had a great summer intern — Anna, who was able to add a huge batch of Swift info to the site after the update “went live”.

Many of you have been anxiously awaiting viewing the specific serial number folders that were digitized for your aircraft. Before the update (and help from Anna) I had only added documents for serial numbers 3 through 120 to the site. Pretty pathetic! After the update, Anna was able to add information for serial numbers 121 through 2009 - not too shabby!!! So, if your aircraft falls into that range, your documents are now ready to view. Since Anna has gone back to the grind of college life, I have set a goal that I will upload 10 new serial number files everyday until they are finished, and have been holding myself to it! As of right now, there are 619 more serial numbers to add, and 549 already available for viewing.

An interesting find when looking at all these files - the last serial number that Swift gave an aircraft was 3760, but there is a large gap in the middle, and several small ones throughout the sequence. For example, there is a jump from serial number 2329 to 2400, and then immediately to 3501! The information contained in these files really is interesting to browse through, especially if it pertains to the plane that you own! Seeing factory modifications and upgrades, delivery addresses, and sometimes even handwritten correspondence, makes you feel close to the workers at Fort Worth in 1946!

If you're not a member of AirCorps Library, all you need to view this information is your Swift member number and a computer! Visit www.AirCorpsLibrary.com to sign up today it's only \$25 for a whole year - but be sure to click the **Swift Member icon** before entering your information - if you don't, you won't be able to see all this great stuff! As always, I'm here to help, and answer any questions you Swifters might have!

Ester Aube

estera@aircorpsaviation.com

218-444-4478

President's Comments

by Jim "Frog" Jones

Swift National 2019 can be logged as a great success. Even though it was unseasonably hot in Athens, TN those attending had a great place for fellowship, food and forums in the air conditioned Swift Museum. The Big Ass Fan also aided in keeping everyone comfortable. A special thanks to Paul Mercandetti, Scott Anderson, Sweet Sue Luth and the volunteers who made things happen, from attending the Swift store to making sure the trash was emptied each evening.

The forums were presented by Dave Carpenter (Hydraulic Power Pack), Bill & Will Kientz (Restoration of the T-35A Buckaroo) and the excellent presentation on magneto maintenance presented by Harry Fenton, Director, Business Development of Kelly Aerospace, Swift owner and member of the SMF.

The SMF Fly-Out to the AOPA Fly-In at Tullahoma was a great success. Twenty Swifts participated in the fly-out from McMinn County Airport (KMMI) to the AOPA Fly-In at Tullahoma (KTHA) on Saturday, a distance of 83 nautical miles. The flight was briefed at 08:00, engine start at 09:00 EDT and arrival at KTHA at 09:00 CDT. There were 2 formations of 4 Swifts, 1 formation of 3 Swifts, these were in fingertip formation and the other 8 Swifts were in trail formation behind the other three formations. Prior to arrival co-ordination with Air Boss allowed the Swift flight to do a 360 overhead approach with a break for landing on runway 24. The Swifts landed on the right side of runway 24 which we called the hot side. After slowing down each aircraft would transition to the left side of runway 24 we called the cold side for taxi to the taxi way and parking. It appears a Swift was landing every 15 -20 seconds. Below are comments from AOPA about the Swift Flight arrival.

Frog – Great pictures. I wanted to drop you a line about the hangar talk regarding the Swifts. We were sitting around (AOPA staff, air boss, Tullahoma folks), Saturday night after all was done, sipping whiskey and talking about the success of the fly in and someone piped up about the Swifts. Someone commented on how professional the whole fly in was by the Swifts. How organized they were, what great radio discipline they had. How great the formations looked on initial and the good spacing on downwind. Unanimous agreement with how sharp it all was. Finally, the air boss summed it up..."those guys are rock stars in my book".

Richard G. McSpadden Jr., Executive Director, AOPA Air Safety Institute

WOW "Spad", coming from you as Thunderbird I and your AOPA colleagues, especially the Air Boss it means a lot to our flight members, flight lead, formation committee and the Swift Museum Foundation. Before we left we briefed and one of the comments that was made is, "You only have one time to make a first impression".

One of our long time members who attended the fly-in was Fern Villeneuve who flew solo in his Swift from Canada at the age of 92. A former Royal Canadian Air Force pilot, Fern formed the RCAF Golden Hawks Formation Demonstration Team flying F-86 E Models in 1959. He flew as Hawk I and, in total, served 42 years in the RCAF. We as Swifters are so fortunate to call him a friend, and mentor.

Swift National 2019 — Flying, fun, and fellowship!



Missing Man Memorial Fly-over



*Paul
Mercandetti*



Jim Roberts

Fern Villeneuve

Jerry Kirby

Don Abbott



Mike Spalding's Swift N78028
Story on pages 3 & 4



Swift Formation Committee (SFC)
briefing during Swift National 2019
Conducted by Paul & Sandy Mercandetti