

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 SMF HOLIDAY SCHEDULE

**Thanksgiving**  
Closed Nov. 28—29

**Christmas**  
Closed Dec. 23—27

**Inventory**  
Closed  
Dec. 30 — Jan. 3

**Re-open Monday Jan. 6**

# Swift Museum Foundation, Inc.



Volume LI Issue #11

October 2019

## Executive Director Report

by Scott Anderson

As the fly-in season winds down for 2019, we are glad to report that all the national and regional events were well attended and most importantly, everyone traveled safely.

Unfortunately we have had some reports of some Swifts being damaged unrelated to the fly-ins. These are avoidable incidents that could have been prevented with proper pilot check outs.

If you are buying or selling a Swift please, please be sure the new caretaker receives a thorough check out by a qualified Swift pilot. If you need assistance finding a check out pilot contact Headquarters and we will help connect you with a qualified person.

We cannot stress enough the importance of this. The airplane is not a particularly difficult or tricky aircraft to fly but there are nuances that a knowledgeable Swift pilot can teach to help end unnecessary and very unpleasant experiences that not only damage egos and machines but can be financially damaging as well.

- Board Member and Fly-in Committee Chairman Paul Mercandetti attended the Westover (Jackson, CA) Fly-in and the Pecan Plantation RRSW event in Texas this year. Please see Paul's report later in this newsletter.

As the holiday season approaches, Swift has some excellent gift ideas for the Swifter in your life or even something you may want to do for yourself.

### Option #1— Original Globe Factory Brick Program

The display case here at Museum Headquarters of the Original Globe Factory Brick Program is filling in with members and non-members alike purchasing one of more of these very special bricks that were part of the Globe factory where our airplanes were built. There are only 152 of these bricks in the case with over 85 sold already. This is your opportunity to show your connection to the World of the Swift in a permanent and unique way that is impressively displayed in a beautiful wood and glass case built by long time Swift



**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

member Bryce Ulmer. The case is prominently located in the main hallway leading into the museum. These bricks sell for \$1,000.00 each and reflect your love of the Swift and your Swift Museum Foundation with your support. Don't miss out. When they're gone, they're gone!!!

**Option #2 — Replica Brick Program**

There is another way to be involved in a special display that we will be adding to the museum grounds. The Replica Brick Program is a very affordable way to participate in something we believe will be an impressive part of our past and present combined.

The Globe factory flagpole that stood at the entrance to Globe Aircraft in Texas is displayed just outside the main entrance to our museum.

The perimeter of the massive flagpole base will be lined with replica bricks. These bricks sell for only \$150.00 each for the 4"x 8" size or \$300.00 each for the 8"x 8" size and are laser engraved with the wording of your choice. We have sold about 40 so far but need to sell many more to make this display stand out when members and visitors come to visit your Swift Museum.



We would like to have enough bricks sold to begin this display before next summer. Contact Headquarters to receive order forms for either type of brick(s) that you want. I encourage you to be a part of either Brick Program to etch your place in this Foundation and be a part of the history of your organization.

These programs help to provide Swift parts and technical data to you, the membership. It is your continued support that has built this Foundation into what it is today and what it will become in the future.

---

## West Coast Annual Swift Event— Jackson, California

*By Paul Mercandetti*

Sandy and I cheated this year. We "airlined" it out to Sacramento and rented a car to drive up to Jackson CA for the West Coast Annual Fly-in hosted by Don Bartholomew and his able-bodied team of denizens.

After suffering thru a hot stormy summer at home, we were greeted in California with a cold and windy event. Even though the weather was cold the warmth of our west coast Swifters continued to shine thru and provided us with another great weekend with distant but close friends.

We had about 20 aircraft on the field. Despite the windy conditions Gerry Hampton was able to find a less windy moment to put up a 4-ship for a missing man formation prior to our Friday night dinner as we read the names and remembered the lives of our fellow Swifters who have flown west this past year.

Even though the weather was not totally cooperative (big surprise) Gerry and I did manage to conduct a formation class and keep the team spirit going while the ladies did some much-needed shopping to help boost the local economy. The Saturday night banquet was held off campus at the same place and as usual the food was as good as the fellowship. I had the pleasure of seeing two of our newest Swift owners again, Mark Plaskon and James Polivka. Unfortunately, not to be too paranoid, I saw them comparing notes on me as I had done both of their Swift check-outs. Looking forward to next year's event.

## Red River Swift Wing Pecan Plantation Fly-in

*By Paul Mercandetti*

Texas is a little bit closer for us, so we jumped in our Swift and headed to Pecan Plantation with a brief stop in South Texas with our good friends Wade and Terri Gillaspie. If I could just talk them into building on a couple more rooms at their house, we could have the next fly-in there.

After too short a visit in Huntsville we loaded our Swifts and headed to the Pecan Plantation. I'm always amazed at how difficult it is for my 210 to keep up with Wade's 145 (especially knowing how Terri packs). As always, Steve and Barb Wilson had another great weekend planned for us all. The Wilsons along with their Plantation neighbors graciously provided us with uncompromising hospitality.

One of the newest Plantation owners is our very own Mark Holliday and Marilyn who invited us to stay with them in their new home right on the runway. Mark and Marilyn undoubtedly enjoy the best runway view in Pecan Plantation. How did they pull that off? I never thought I would see Mark south of Minnesota or Colorado, except for a brief visit.

Saturday morning breakfast club took us over to Ranger Field for an outstanding gathering of antique and vintage aircraft. It's sure not the Ranger I remember when I was based in Mineral Wells learning to fly helicopters with the U.S. Army back in 1967.

Barb outdid herself again with Saturday nights dinner and after some time visiting with friends and some adult beverages, we called it a night and retired for the evening. As usual, a good time had by all.

## Swift Formation Committee Report by Paul Mercandetti

We have had a good year for our formation flying this year. We've added several new members to SFC this year and are working on adding a few more. This year's big event, the Tullahoma fly-out is still being talked about. It would be nice if we could do more of the same. Keep your skills sharp and let me know if you are using your card to fly in waived airspace. Remember to stay current with your flying AND your paperwork. December and January is when you should be sending in your \$15 dues and Proficiency Report to Swift HQ's in Athens. They will forward the paperwork to me and I will issue the cards to you. That will keep you current and legal to play if the occasion arises. Stay close, have fun and don't swap any paint.

## 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  
smokey49@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

## President's Comments by Jim Jones Writings from Steve Whittenberger and Ed Lloyd

The president's comments this month are mostly derived from previous comments by others. First what is a Swift? We all know what it is to each of us. What a joy it is to fly. How it catches the eye of others with its strong ramp appeal. How each of us has developed a great pride of ownership. How it has connected us with likeminded people who we have developed deep and long lasting relationships and who have become part of our extended family. How each of us is saddened by the damage or loss of a Swift or Swift member. Below Steve Whittenberger describes the Swift.

### *What is a Swift?*

*The Swift is many things to many people....but in sum it is one of the most iconic aircraft ever built.*

*Its beauty, grace and agility in the sky is unmatched. It inspires those who dream of flight.*

*Rugged, reliable, durable come to mind when thinking about a Swift.*

*It has flown our mothers, fathers, children, grandchildren, wives and countless friends.*

*The Swift has been our partner as we crisscross this world of ours.*

*It has flown around the world....it has flown non-stop from Hawaii to San Francisco.*

*It has flown from Maine to California....Florida to Washington....and all points in between.*

*It has followed the Lewis and Clark trail, the mighty Mississippi and moved on to Canada and Alaska.*

*It has traversed the Rocky Mountains....flown in and over the Grand Canyon, Yellowstone and Yosemite.*

*It has graced the sky past the Statue of Liberty, the skyscrapers of New York City, the Golden Gate Bridge.*

*It followed the footsteps of Lindbergh to Europe and landed on the turf Lindbergh used at Le Bourget' Airport in Paris.*

*It has flown over the beaches at Normandy, the Meuse Argonne battlefields in Europe.*

*It has been honored to fly with heroes of every war from WW I to the Middle East.*

*It has entertained millions of people in airshows during its 70 years.*

*It is the one aircraft that epitomizes some lines from the John Gillespie Magee, Jr. poem – "High Flight"*

*"I have slipped the surly bonds of earth and danced the skies on laughter-silvered wings"*

*"Wheeled and soared and swung high in the sunlit silence and chased the shouting wind along"*

*"I've topped the windswept heights with easy grace where never lark or eagle flew"*

*"And while with silent, lifting mind I've trod....I put out my hand, and touched the face of God"*

*The Swift...this classic beauty...is the magic carpet to connect you with the wonderful world of flight!*

*Steve J. Whittenberger*

Below is an email I received from long time Swift owner and member Ed Lloyd after Swift accidents that happened a couple of years ago. As time goes on some things never change. We are still losing Swifts for the same reasons as we have for years. In 2003 the Swift Museum Foundation developed the Initial/Recurrent Pilot Training Handbook in hope of reducing the type of Swift accidents that continued to be happening. Obviously it has not worked or the owners/sellers/buyers are not using it or following the suggestions of the handbook. Perhaps the attitude is "It is just a little Swift and I can fly anything", Big Ego, Big Checkbook, Little Skill.

*"Jim, we have had two Swift accidents (I know of ) where the new owner sought a Swift qualified person to check them out or fly with them and they couldn't find anyone. The frustration in not being able to locate someone to at least "show them the ropes" led to attempting to fly the airplane themselves. Both these pilots were high time and experienced ex-military pilots. Granted, they made bad judgement decisions in both cases.*

*The first case was in N.C. and resulted in a nose over accident. Very costly but the aircraft was repairable. In the second case, here in TX., an attempt to fly with a non qualified Swift instructor resulted in a ground loop that wiped out*



the gear. Think there was a problem with both pilots not having tailwheel experience, plus the bird had a free swiveling tailwheel. In this second case you can see all the wrong decisions leading up to an inevitable accident. It was almost a guarantee. In this second situation the new owner had some flights with a Swift qualified instructor. Christmas holidays interfered and impatience led him to contact a non qualified Swift instructor to finish his checkout.

I'm rambling a bit, but we talk about losing Swifts, and they're not producing them anymore, plus we don't have a ready and reliable source of parts for repairs. Even if we did, Swift is not funded so as to stock the parts if they were available!

That all leads me back to a time when we had a list of swift qualified pilots/instructors that new owners could contact for assistance in realizing their dream of becoming Swift pilots. That program has slowly evaporated to I think three people in the organization to either volunteer their time or are professional instructors who provide checkout services for a price.

This program needs revitalization in my mind. We need to expand it to cover the US. It need to be easier for a new owner to locate someone that will assist in getting them checked out properly to prevent bending up one of our "national treasures". If I were still physically able I would still be on that list we had at one time.

We must somehow encourage Swifters that are selling their aircraft to make the list of people that will help the new owner become a qualified, safe, Swift pilot. It's an age old problem, but somehow we got to solve it.

Wish I had my eyesight back and I would lead the way to revitalize what I feel is an essential program to help save the Swifts remaining.

Cheers,  
Ed Lloyd"

### **Mercandetti Honored with Master Pilot Award by Jim Roberts**

On Saturday evening, September 14, 2019, Globe Swift owners and fans from around the country gathered at the [Swift Museum](#) in Athens, TN for an awards dinner, the closing event of their annual fly-in convention. When the program began, they were all surprised and delighted by the opening act, the presentation of the [Wright Brothers Master Pilot Award](#) to Paul Mercandetti. According to the FAA, "the purpose of the award is to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as Master Pilots".

Besides the many Swift members present, two of Paul's adult children attended; his son Richard came with Paul's granddaughter Maeve from Denver, CO, and his daughter Lia Farrow traveled from Hong Kong. Also present were Paul and Sandy's son Colt, and his caregivers.



Pam Charles presents the Wright Brothers Master Pilot certificate to a delighted Paul Mercandetti with wife Sandy.

Paul Mercandetti is beloved and respected in the "Swift" world. In the late 80's, he restored a derelict Swift, which has won awards at Sun 'n Fun and numerous other fly-ins around the country. He applies his time and talent to check out new owners in their Swift aircraft, is an FAA-sanctioned check pilot in the Swift FAST (Formation and Safety Training) program, and a tireless volunteer at the Swift museum. As a testament to his capability, he was chosen to plan, brief, and lead a mass formation arrival of 19 aircraft into Tullahoma, TN during the AOPA regional fly-in. He's come a long way from initial solo in 1966.

Paul began taking flying lessons after high school, while working for the RCA Corp. His job...wiring the lunar excursion module and tracking consoles. He soloed on November 24, 1966, and with a solo endorsement fresh in his logbook, Paul recounts, "That Christmas, I put it on the tree as a surprise for my parents because I didn't have permission to go to the airport to take lessons."

He joined the Army in 1967, went to helicopter flight training, and finished his private pilot training while home on leave. After qualifying as a UH-1 (Huey) pilot, he served in Vietnam as a "Dust-off" medevac pilot from 1968 to 1969, saving lives by evacuating wounded soldiers. When asked if he'd ever been shot down, he replies, "No, but I've been shot UP a lot."

After leaving the Army with a commercial rotorcraft and airplane certificate, Paul earned a degree and CFI rating at Embry Riddle in 1971. He worked as an instructor in Maine before being hired in 1972 as a copilot for Air New England for \$562.50 a month (a figure he remembers to this day). When that company went out of business several years later, he went to work as an aeronautical inspector for the state of Massachusetts, flying a C-182 and Hughes 500.

In 1982, Piedmont Airlines was hiring, and Paul went to training as a Boeing 727 flight engineer. Twenty five years later, at age 60, he retired as a Boeing 767 Captain from US Airways (which merged with Piedmont in 1989).



Mercandetti (left) and fellow Army aviator Art Jacobs reunite with a Bell UH-1 "Huey" at the Bowling Green, KY Aviation Heritage Park.

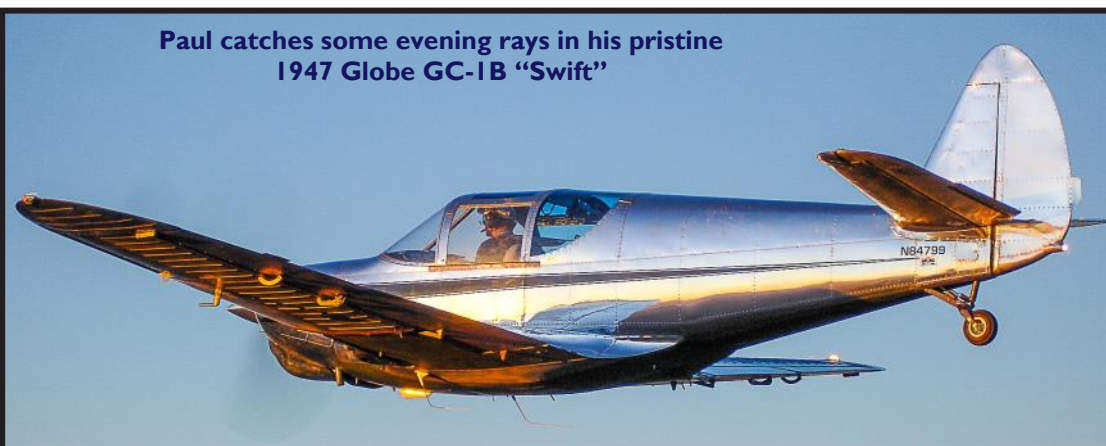


Paul and grandson Max bed down the Swift at AirVenture 2019

Post-retirement, Paul flew for several years with a charter company in his home town, Knoxville TN, but now all of his flying is for pleasure. His favorite cockpit companion is his wife Sandy, a pilot for United Airlines. They met through the fellowship of aviation, when Sandy also owned a Swift. A highlight in their logbooks is a sortie with a flight of seven Swift aircraft in the 2018 Paris Air Show.

Not content to just enjoy flying his Swift, Mercandetti strives to share his love of aviation with young people, and mentor the next generation of aviators. He's an active EAA "Young Eagles" pilot, and often takes one of his several grandchildren to AirVenture Oshkosh.

Perhaps the "icing on the cake" that evening in Athens was Pam Charles, the Nashville [FAAST](#) Program Manager who presented the award. Like



Paul catches some evening rays in his pristine 1947 Globe GC-1B "Swift"

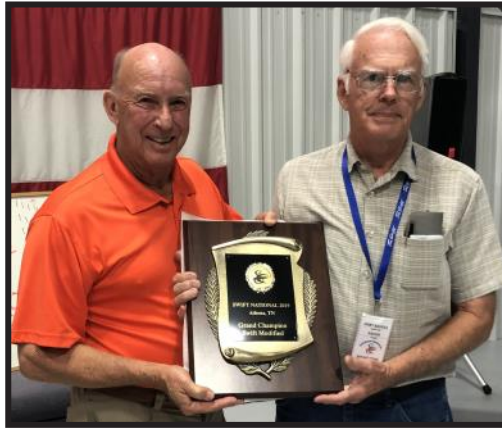
Paul, she was a helicopter pilot, having flown Blackhawks with the Army; the two connected instantly through their shared experiences. Being understandably proud of his "Dustoff" days, Paul was especially honored to receive the award from a fellow Army aviator.



**Swift National 2019 Award**



**Grand Champion Original  
N3321K  
Chris Reiff**



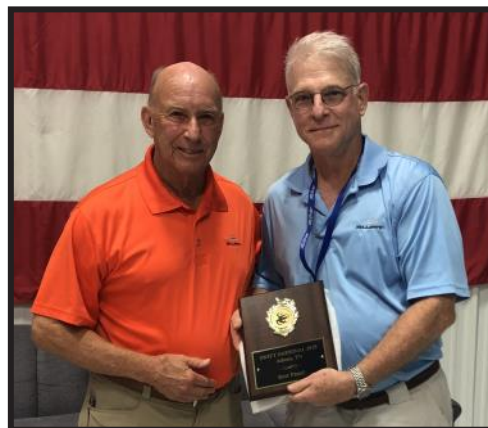
**Grand Champion Modified  
& Best Polish — N3315K  
Jerry Bauerle**



**Grand Champion Super Custom  
& Best Paint — N3824K  
Jim Jones**



**Reserve Grand Champion — Modified  
& Ladies Choice — N84799  
Paul Mercandetti**



**Reserve Gr. Champion — Super Custom  
Best Panel — N3389K  
Bruce Kaufman**



**Reserve Grand Champion — Original  
N3849K  
Jeff Smith**

**In Memory  
Eugene “Bud” May**

We are saddened at the news of the passing of long time Swift owner and member Gene May at the age of 96. Gene purchased his Swift in 1963 and owned it for 56 years. He received the Wright Brothers Master Pilot Award last year at the age of 95.

Gerry Mahoney shared a wonderful article written by Rev. L. LaSimba M. Gray, Jr. entitled “TAKING NOTE: Eugene “Budd” May ‘believed he could fly’. A very interesting article about an exceptional man.

[Special to TSDMemphis.com](http://Special.to.TSDMemphis.com)

Eugene May is yet another example of the very special and unique people who make up this organization. Take the time to get to know your fellow Swifters.... Many are gems to be treasured.



# BIG PLANE UTILITY LIGHT PLANE ECONOMY



## Swift 125 for 1948

**F**OR BUSINESS OR PLEASURE, you'll find the Swift 125 practical for fast, safe, comfortable flying.

Even if you're a newly licensed pilot, you can easily fly the Swift 125. You'll get pleasure out of the extra power and speed of the 125 h.p. Continental engine . . . you'll fall in love with the smooth response and stability of the modern, low-wing design. You'll like the economy of operation and upkeep of this all-metal plane.

Your nearby Swift Dealer invites you to fly the New Swift 125. Compare it with any other plane under \$6,000 . . . chances are, you'll choose the Swift 125.

### BIG PLANE PERFORMANCE

140 mph. Cruising Speed	16,000 ft. Service Ceiling
48 mph. Landing Speed	1,000 fpm. Rate of Climb
575 mile Range (with aux. tank)	100 lb. Baggage Capacity

### EQUIPMENT

Standard Flight and Motor Instruments	Hydraulic Wheel Brakes
Navigation Lights	Parking Brakes
Hydraulic Flaps	Dual Controls
Steerable Tail Wheel	Cabin Heater
Retractable Landing Gear	Metal Top Canopy
Emergency Gear Lowering Mechanism	Lighted Compass (Deluxe Models)
Gear Indicator Lights	Aeromatic® Propeller (Deluxe Models)
Hydraulic Shock Absorbers	Two-Way GE Radio (Deluxe Models)
Self-starter and Generator	

### NEW FEATURES FOR '48

### IN THE SWIFT 125



**NON-STOP RANGE INCREASED 25%**, up to 575 miles max., with new auxiliary fuel tank (available as an accessory). New fuel venting system increases safety.



**METAL TOP CANOPY** shades cabin from direct rays of sun. Hinges up and locks for easy entrance and exit. New standard equipment on all models of the Swift 125.



**NEW CABIN WINDOW** improves maneuverability, gives side visibility. Flat shelf behind seat for hat, bag, books, maps, etc.

**Texas Engineering & Mfg. Co.**

P. O. Box 6191-F Dallas, Texas

**OTHER TEMCO PRODUCTS:** U. S. and foreign governments and airlines use our facilities for aircraft modification, conversion, and overhaul in important volume. General products include vending machines, Coca-Cola truck bodies, metal cabinets, and parts for many products.



Another great Swift ad from a 1948 issue of 'Flying' magazine.

Not for sale.... Displayed in the Antique Airplane Association museum located in Blakesburg, Iowa.

Ad photo and info courtesy of Jim Roberts

## Make Us An Offer!

Items left over from our Silent Auction

1. Certificate for (2) each I64-I4300 Cleveland Brake discs and a box of I0 brake linings P/N 066-I0500 with new rivets.
2. Aviator Unlimited Bluemax wristwatch.

Contact HQ's to make an offer.  
423-745-9547 — 423-744-9696  
swiftmuseumfoundation@aol.com