

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 #12

November 2019

Executive Director Report

by **Scott Anderson**

With Thanksgiving fast approaching the SMF staff, Board of Directors, and volunteers that keep everything happening in the Swift world would like to wish everyone a very happy holiday.

We have received some great articles from members telling stories of their Swift experiences and I would like to remind everyone that we would really like to hear yours. Please send your story to us at Headquarters to be printed in our newsletters. All of our members have interesting experiences to share with us that bring in the human factor of our organization that makes our Foundation so unique.

Contact info or aircraft changes: We would remind all members that if you have any changes to your address, physical and email, or contact phone information, please let us know here at Headquarters. We can keep everything current if you let us know.

Amazon.com shoppers take note: If you shop amazon.com, as many of us do, you can support your SMF with every purchase you make! All you need to do is sign in to amazon through **smile.amazon.com** and Amazon will make a small donation for each and every purchase you make.

This donation through Amazon Smile is absolutely free to you! Your cart, items, and total shopping experience is exactly the same. Just sign in to **smile.amazon.com**. Your user ID, password, cart, and shopping history is all the same. You will be asked to choose your charity and **Swift Museum Foundation, Inc.** is already listed. So, shop and help your Swift Museum Foundation, Inc. at the same time!

This program has been working well for our Foundation and continues to increase each month. This is only one of many ways to support the Swift Museum Foundation, Inc.

Another way is the **Factory and Replica Brick programs**. We received some response this month from the last reminder and once again we suggest these as very special Holiday gift ideas. These programs are a truly great way to make a lasting contribution to your Swift Museum Foundation. Your brick will be inscribed with the wording of your choice and be permanently displayed at the Museum. They are tax deductible donations that help continue support of the aircraft and members that enjoy them.

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

Earlier this month an email was sent to members of the Swift Museum Foundation announcing efforts to get the Trio Autopilot approved and STC'd for the Swift. As of this date no \$1,000.00 deposits have been received by Trio. It appears Swift owner David Clarks Swift will not be available for review and engineering by Trio until late November.

There are approximately 30 Swift owners who have said they interested in purchasing and installing the Trio Autopilot in their Swift. There is disappointment that those who showed an interest have not contacted Trio to make a deposit and commitment. We will continue to communicate with Trio and try to get this important safety of flight autopilot approved for the Swift. If you are interested please contact me or Mark Sullivan with the STC Group (805 795-0472) mark.sullivan@fivestatelaw.com

Tuesday December 3rd is known as 'Giving Tuesday'. This is the time of year most people are looking at year end tax liability and consider making year end gifts to the 501(c)3's that are important to them. Please consider supporting the Swift Museum Foundation, Inc. in one of the following ways.

- Give a SMF membership to a friend or young aviator in your community.
- When renewing your membership round up to the next \$100 or \$200.
- Purchase a factory brick for a loved one, a friend or yourself, there are only about 56 left.
- Purchase a replica brick for a friend, in memory of a friend, or for yourself.
- Just pick-up your checkbook and mail your donation.
- Call Swift Headquarters and make a donation with your credit card.
- Donate appreciated stock from your investment portfolio to the Swift Museum Foundation Endowment Account.
- Make a donation from your IRA Account in the form of a Qualified Charitable Distribution (QCD)
- Donate Airworthy Swift parts you may have and are ready clean out your hangar or downsize.

I hope everyone has a Very Happy Thanksgiving. Celebrate with your friends, family, extended family of Swift friends and your Swift. Take a person who is interested in the Swift on a flight. Be Thankful for the freedoms we have to fly and a great Swift Museum Foundation that helps in supporting our Swifts.

A toast of friendship to Dick & Jeanie Collins

Submitted by Jim "Frog" Jones

Bud Brown raising a glass of red wine, giving a toast to Dick & Jeannie Collins, with Steve & Joyce Whittenberger, Jim "Frog" & Carol Jones, Sylvia Brown is taking the photograph.

Bud & Sylvia received a letter from the estate of Dick & Jeanie with cash. The instructions were to purchase a nice bottle of wine and raise a toast to them when they were gathered with Swift Friends. The Swift Museum Foundation can thank Dick & Jeanie for the generous donation that is in the endowment fund. A gift that continues to give.



"My Swift Story"

Al McDonald — N80550

I got out of the United States Air Force in 1971 as a jet engine mechanic and then attended SAC City College to get my A/P late in 1971. I started to fly school Aeroncas and 150s in the spring of '72.

Rob Flanagan and I went to Lodi to look at a Taylorcraft and on the ramp there was a low wing, tandem, retractable gear aircraft. Robbie said it was a Swift Buckaroo. Swifts, at that time, we're going for \$3000 to \$4000. That's the plane I wanted but I couldn't afford it... but I could afford \$1800 for a Taylorcraft. So, I bought one, flew for over 20 years, and sold it in the mid 90s.

In about 2012 I was at the Jackson, California Airport for the Swift Fly-in and a gentleman out on the ramp took me around for 2 1/2 hours explaining all the different engines, mods, etc., in all the different Swifts.

Two years later a friend of mine Rob Flanagan from Willows called me and said a friend of his has a Taylorcraft and needs help putting it together. I ended up buying it, flew it for a year, and in came the Swift again. I began talking to the same gentleman and he said he had a Swift for sale. After the fly-in I flew up to look at his Swift. I sold the Taylorcraft back to the guy I bought it from and that gave me the money to buy the Swift. It needed work but it's the plane I had always wanted, and now I have one!

Come to find out, that same gentleman used to fly crop dusters in Willows with Rob Flanagan... small world. I can't thank that gentleman enough for all he's done for me. **Thank you Gerry Mahoney!!!**

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

Bucket Lists, Density Altitude and Mountain Waves

My Swift Story by Ken Coughlin

Every one of us has a Bucket List, even if they don't believe they do. Things like places where they'd like to go, things they'd like to see, adventures they'd like to experience, people they'd like to meet or know before they "kick the bucket", ie, die. Even I have one but mine is one item shorter than it once was thanks to opportunity, good weather and my 210 HP "Blue bird", N80744.

Several years ago toward the almost end of my second career, the EAA announced a weekend fly-in at Longmont, Colorado. This three day event was only about 400 miles northwest of my then Ft Worth home and coincided with a three day holiday weekend. Longmont, being only a few miles north of the "mile high city" of Denver meant that density altitude would play a part in planning and flying a trip of this sort. I'd heard much about what this insidious higher than sea level phenomenon can do to both men and machinery, especially aircraft. From the days when I flew the "Blue bird" to Spokane to have the IO-360 engine installed by Machen, I'd always wondered what density altitude could do to the performance of my "magic carpet". The Air Force had put me through their physiological training program which had an altitude chamber indoctrination included so I was aware of what hypoxia was all about and what it does to us air breathing mammals.

During the flight planning, I noticed that the nation's highest, paved, public use airport, Leadville, Colorado's Lake county airport was only about 75 miles southwest of Longmont. Aha, one Bucket List item achievable except for a couple of really high rocky obstacles in the way, i.e., like Pikes Peak @ 14110 ft., Mount Elbert @ 14433 ft., and Mount Massive @ 14421 and Mount Lincoln @ 14286 ft. No sweat; those 210 galloping horses up front on the "Blue bird" can clear those rock piles easily. However, what about me?? For us humans, anything over ten thousand feet above sea level begins a gradual decline in our brain power and reasoning. That thought did not seem to bother me much at the time. Getting to Longmont and the EAA fly-in was the main objective to start with but the high altitude attempt at Leadville was always in the back of my mind.

On that Thursday morning, "Blue bird" and I headed northwest. Everything went well and the Longmont fly-in was an enjoyable experience but thoughts of Leadville never went away. The morning of the last day of the fly-in as others started heading toward their respective homes, I decided to try my hand at mountain flying and deviated to Leadville instead of going straight back to Ft Worth.

Refueled and flight planned, "Blue bird" and I headed southwest from Longmont. Denver slid by under the left wing as did Pikes Peak but above the left wing. The GPS began to indicate that Leadville was beginning to edge more west than south so "Blue bird" and I turned a little more westbound and aimed at some mountain ridges a little higher than we were. Remembering while climbing to never attempt to cross a ridge at 90 degrees (in case of encountering a down draft on the approach side of the ridge), we crossed the first ridge at something above 13,000 ft. Since the "Blue bird" doesn't carry oxygen, I kept looking at my finger nails because one clue of approaching hypoxia is that those nail moons turn a brighter shade of blue than normal. Good thing too because these rocks were alarming close going by. Holding that altitude and eyeballing both the next ridge about 10 miles ahead, the altimeter plus those finger nails, we started up hill again. At about 13600 ft., we cleared the second ridge at 45 degrees without any down drafts whatsoever. Amazing and what a spectacular view.

GPS said that Leadville's Lake county airport was only another 10 miles but one last ridge loomed ahead at about 14,000 ft. so up we went again while I watched for any signs of trouble. None appeared, thank goodness and I began to wonder what all the hullabaloo about density altitude was about. I was soon to learn about it firsthand.

Clearing the third and last ridge, Leadville's airport appeared directly in front of us but some 3,000 ft. below us. Off comes the power and downhill we go headed for the traffic pattern entrance to runway 36 at 10800 ft. Strange, because 'Blue bird' continued to fly the same way I expected it to all the way through the decent, traffic pattern routine and final approach; 120 kts downwind, 90 kts on base and 70 kts on final. Everything was normal until I glanced at the pine trees lining the east side of the approach fence!!! The landing flare and touchdown were normal except for a ground speed that seemed like it was about twice the speed we usually had on landing back in Texas. Density altitude was sure doing its thing in that as long as the airspeed indicator showed the usual airspeed numbers, flight was unaffected but speed over the ground was well in excess of normal. We coasted about 3,000 ft. down that 6,400 ft. runway before slowing to a normal turn-off speed. Phew!!!

While taxiing back to the fuel pumps, another plane landed. The pumps were about mid field and while I serviced the "Blue bird" the next plane waited for its turn at the pumps. Finishing the service on my bird, I figured to pull my 1,350 lb. "blue bird" out of the way and let the waiting pilot have his turn at the pumps. Not the best decision I'd make that day.

The distance to move the "Blue bird" away from the pumps was about 50 feet. I'd done that simple task numerous times over the years. I've owned the plane but never at a 9,934 ft. elevation. I almost didn't make it because at that altitude I was panting heavily as a result of the effort involved. Another high altitude lesson confirmed in real life.

While getting my high altitude certificate from the airport management and paying the gas bill, I asked about how much runway remained southbound from the pumps (?) 3,500 ft. was the answer. OK, I'll use the full length for take-off because remembering the landing rollout speed, I figured might take a good deal more runway to get that type speed before the tires could clear the pavement. Start-up was normal except that at that altitude, mixture control adjustment (leaning) was necessary to keep the engine running smoothly. At the north end of the runway, only 19 inches manifold pressure was available (only 2/3rds of the original power remained) but the full RPM was there. All other preflight stuff was in the green, so we headed southbound down that 6,400 ft. runway. Acceleration was a bit slower and the take-off run was somewhat longer but otherwise OK. The rubber left the asphalt further down the runway than normal but we weren't concerned about that now.

Climb out was nowhere close to what usually happened back in Texas. The VSI (vertical speed indicator) still showed positive numbers and the ground level was still dropping away beneath us as we headed south down the valley. There didn't seem like there was anything else to be concerned about. Wrong!!! Another learning experience was soon to happen.

About 1/2 ways down the valley while still at about 10,000 ft. on the altimeter, the ground level had dropped some 3,000 ft. below us. We were on our way toward Buena Vista and complacency had

set in. We were headed home. Then suddenly and without any control input from me, “Blue bird” rolled violently left into a steep left turn and headed for higher terrain. Righting ourselves and letting my heartbeat slow down again, I wondered about what had just happened. We must have flown through the edge of an invisible down draft mountain wave. One of those fast moving columns of air that can raise havoc with both pilot and their aircraft. Fortunately it lasted only a second and then it was gone and so was my complacency. Another lesson learned in real life.

The rest of the trip back to Texas took about 3 hours and included a fuel stop at La Junta, CO. The entire trip was an experience I shall always remember because my “Blue bird” (sometimes also called my magic carpet or even affectionately my mechanical mistress) gave me the opportunity to experience a series of situations not otherwise allowable without it. Scratch one Bucket List Item.



“D” Window Form Blocks Available

Your Swift Parts Department has available the form blocks for the D window interior or plastic trim panels. These are similar to Cessna type plastic panels. Lay plastic, add heat, and vacuum....Yours to use. A donation would be greatly appreciated.

For Sale

- **Certificate for (2) each 164-14300 Cleveland Brake discs** and a box of 10 brake linings P/N 066-10500 with new rivets. Make offer to SMF.
- **Aviator Unlimited Bluemax wristwatch.** Make offer to SMF.
- **Certificate for set of Whelen Orion wingtip LED strobe lights.** Make offer to SMF.
- **Project:** Complete firewall aft with some rebuilt parts. Asking \$8,000. Contact Swift HQ's at 423-745-9547 — 423-744-9696 swiftmuseumfoundation@aol.com



- **N80505, a historically significant Swift,** is giving careful consideration to a future caretaker. If you are considering a mostly original GCIA, Serial #8 is the earliest production flying Swift in existence. Mechanically and Cosmetically, this aircraft simply cannot be beat or replaced for twice the investment. A low 1,084 Total Time corrosion-free airframe coupled with a 295 SMOH C-90 swinging a freshly overhauled McCauley prop for best performance. \$49,500 Candidates may contact Scott Anderson at Swift Museum Headquarters [423-745-9547](tel:423-745-9547) or Paul Barnett at [601-835-7520](tel:601-835-7520) for further details. *Photos next page.* →

For Sale N80505
(Details previous page.)



Contact
Scott Anderson @ SMF HQ's
423-745-9547 or
Paul Barnett @ 601-835-7520

AOPA Formation Article **Submitted by Paul Mercandetti, SFC Chairman**

If you have not already read this AOPA article, I received permission from the author Richard McSpadden and AOPA to reprint it in our newsletter and/or provide the below listed link.

<https://www.aopa.org/news-and-media/all-news/2019/december/pilot/what-went-wrong>

As you read this you may question some of his comments but realize that there are many ways to fly formation however, we train according to F.A.S.T. Having said that, we can do "Almost anything" as long as it is briefed. I found this article very informative but disturbing and reinforces our philosophy against mixed formations.

PLEASE READ but make no judgements we do not have all the details.

Red River Swift Wing Impromptu Fly-out Lunch **Great idea for regional Swift wings — Todd Bengtson**

Sunday, November 10th we had several Swifts, a Cessna 195, and a few folks by car that ventured out in 70 degree weather for flying, fun, food, and fellowship. We flew into Dallas Executive Airport (KRBD), and we ate at Delta Charlie Cafe on the field. Dallas Exec is within the Dallas Class B airspace and is a towered field. It was a good exercise for all of us to plan and fly in some busy/controlled airspace.



This event was scheduled on short notice, 3 days based on a good weather forecast. We're using an email/text list to get the word out. The RRSW utilized impromptu fly-outs several times this year for lunch and breakfast events. We found in the past, that scheduling casual fly-outs months in advance led to many cancellations due to weather. We report excellent attendance and positive response from our members. There are clearly larger events that require advance notice and planning months in advance. But, for those casual fly-outs, we've had good success with the short notice events. I encourage other Swift groups to give it a try.