

SWIFT MUSEUM
FOUNDATION, INC.
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2020 EVENT SCHEDULE

Sun-n-Fun
Lakeland, FL
March 31 — April 5

Red River Swift Wing
San Marcos, TX
June 25 — 28

**Diamond Point
Swift Gathering**
Sequim, WA
July 10 — 12

AirVenture 2020
Oshkosh, WI
July 20 — 26

Swift National
Athens, TN
Oct. 7 — 10

Swift Museum Foundation, Inc.



Volume LII Issue #3

February 2020

Executive Director Report *by Scott Anderson*

The winter months provide us with the opportunity to work on some needed projects that we have been contemplating.

Steve Wilson, Ken Coughlin and I have been looking into sources for new PMA parts for our airplanes. As years pass we are losing more and more of the craftsmen that we have relied on for difficult to produce specialty items mandatory for the continued operation of the Swift. People are retiring, shops are closing and the workload on the remaining shops is increasing. There are still good vendors available to produce these parts however costs and lead times to get these items in our hands is also increasing. We are focusing on the parts that cannot be simply made by your local machine shops or by talented aircraft mechanics as owner produced parts for one airplane.

We are always building our inventory with other regular maintenance and repair parts. You might consider accessing our salvage inventory for parts as well. This option offers yet another avenue to keep your Swift in safe flying condition.

Contact headquarters for your needs. If we don't have it we may be able to help you find it in the Swift community. With flying season approaching (thank goodness, it's been a long winter) get a head start on preparing your bird with hardware kits, seal kits and polishing products to get your pride and joy looking her best!

Another project I would like to mention is a new Swift member list. Steve and Lynn Roth along with Dave and Debbie Carpenter have been compiling a digital list of contact information of our current membership. This hasn't been updated since 2014 and will be a great asset to our members for keeping in touch with everyone in the Swift community. Thanks to everyone involved in making this happen. The following is from Steve Roth.

New Membership Directory — "Included with the newsletter are two digital files – one is an Excel file and the second is a PDF file. Both files contain a list of all Swift Museum Foundation, Inc. members and contact information. For privacy concerns, please do not share this list outside of the Swift membership. If there are any corrections or additions, please contact Steve Roth directly at swift29k@aol.com to make the necessary changes. Steve plans to update the list every six months. You can install the list onto your computer and mobile devices so you have it on your travels."

Note: If you do not have digital capability please contact HQ's

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

Chairman's Report by Paul S. Barnett

We have INCREDIBLE NEWS with regards to the 2020 Raffle.....despite what I stated in the previous newsletter, tickets did NOT go on sale 2/14/20; we have coordinated with the State of Tennessee to have our drawing conducted during our National Convention on **October 10th, 2020**. This will afford us the opportunity to boost ticket sales during Airventure – aka "Oshkosh" and many other events throughout the "Prime Flying Season".....we are **ONLY** allowed to **sell tickets between June 13th and October 10th, 2020**.

How Easy Is It? Beginning June 13, 2020

1. <https://swiftmuseumfoundation.org/>



(423) 745-9547



Swift Museum Foundation, Inc.
223 County Road 552
Athens, TN 37303

2. Click ON LINE Raffle Tickets

Credit card will be
run securely via Stripe©

3. Enter Quantity of Tickets

*Payable SMF Include email
and phone...Ticket #'s will
be sent via email.

4. Enter Name, Email & Phone

5. Click PAY

6. Enter Credit Card Information

Online Ticket Sales will allow us to promote the sale of tickets by simply sending friends and family members a link to the Swift Webpage via phone or email; thereby making the transaction quick and easy. For those who wish to buy tickets with Cash or Check, that may be accomplished by sending the payment method to Swift Headquarters.

Social Media will be CRITICAL to the success of our 2020 Raffle.

I thank you for affording me the opportunity to serve you in the capacity as Chairman; I'm incredibly excited about the future of the Swift Museum Foundation.

For Sale by SMF — Contact us and Make an Offer
423-745-9547 or swiftmuseumfoundation@aol.com

King KLX 135A GPS/Comm

King KT76A Transponder

Garmin GTX327 Transponder

Hypovox 2 place intercom

AmeriKing 121.5 ELT

Swiftronics fuel totalizer (instrument)

Certificate for (2) each 164-14300 Cleveland Brake discs and a box of

10 brake linings P/N 066-10500 with new rivets.

Aviator Unlimited Bluemax wristwatch.

**Swift Project: Complete firewall aft with some rebuilt parts. Asking \$8,000.
Contact Swift HQ's at 423-745-9547 — swiftmuseumfoundation@aol.com**

President's Comments

Below is the latest update as of February 20 on the status of the Trio Autopilot STC for the Swift. If you are interested in the Trio for your Swift, please contact Mark Sullivan at the email below and copy me on the email. The STC group requires 20 deposits of \$1,000.00 (\$20,000.00) to start the engineering on the project. At this time we have 3 Swifts owners you have said their Swift could be used for the engineering.

"All: We had ten (10) but one owner had a landing mishap so I refunded his deposit to be used on other repairs. So, we have 9 with an additional owner promising that his check would be coming. All deposits are in a separate savings account.

Mark F. Sullivan

The STC Group LLC"

mark.sullivan@thestcgroupllc.com

New Swift owners continue to have mishaps in their newly acquired Swifts. The story below is sad, however, no one was injured. Perhaps a lesson can be learned from John Richardson's experience.

"Sad End To a Glorious Beginning" by John Richardson

"I am writing this confession in hopes that it prevents you or someone you may know from falling into the same trap!

In early 2018 I was in Afghanistan flying as an ISR pilot in a combat zone as a contractor for Uncle Sam. I knew that I was in a very dangerous environment but I was saving lives so I put up with the risk. The money was great and I really didn't have much else to do anyway at that time in my life.

I had always dreamed about owning a Swift and when I saw a Super Swift fly into Jefferson Airport in Port Townsend, WA, I knew that I had to have one. Other than flying all nights and sleeping all days, I searched the internet for a plane of my dreams. I found one for sale that was based in Arlington, WA. I called the owner and made an offer and transferred money from my bank account and purchased my plane sight unseen! Don't do that!!

It was months before I returned to the States. I had to be careful with the amount of days I spent in the States to not exceed 35 days out of 365 to qualify for the big tax break. The person I purchased it from was too busy to spend time with me learning much about the plane. I had flown over 30,000 hours, had thousands of hours in Tailwheel aircraft from days crop dusting in Stear-mans and flying Staggerwing BE-17's and having owned a few Stinson 108's. I even owned a Fairchild 24-W that Edger Bergen had owned and that was a squirrely plane to fly if you were not a pretty natural pilot. I felt like I could fly anything. I had been to so many schools on aircraft in my fly career that spanned almost 60 years. I think I have 17 type ratings from the Fokker F-27 flying throughout the deserts of Saudi Arabia to the fabulous B-747 Classics. I even was an FAA Flight examiner on the Gulfstream G-550 series. I'm the first person in the USA to hold a full British issued JAA ATPL. I had a real misconception about being able to fly anything.

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Historian

Kenneth B. Coughlin, Jr.

Oklahoma City, OK
swiftlyken@aol.com

Founded by

Charles E. "Charlie" Nelson
1968

The person I purchased my Swift from showed me how to cold start the plane and told me to always lower the flaps prior to taxi to prime my hydraulics. This was after he had taken his time to finish the annual, leaving me just a few days before I had to leave back to Afghanistan. That was it. I found some stuff on the Swift Museum's sight and on the internet about flying the Swift. All suggested getting time with a seasoned Swift pilot before venturing out on my own.

I was so anxious to fly my new purchase and I had little time to stick around and get on someone else's schedule so I took it up and loved the way it flew. I put just about 57 minutes on it and much of that on the ground.

At that point I had invested close to \$37,000.00. I had ordered electronic ignition, pre-Oiler, Whelen strobe lights and LED lights I now was up around \$45,000.00. Just getting started! I called a good friend to fly it as the previous owner was too busy. Jason Bialek had a natural passion for flying and I had seen him spend many hours overhead Arlington Airport flying his YAK-55 effortlessly doing complicated aerobics. He was a good choice.

I had more time in Afghanistan in front of my computer and discovered Don Bartholomew and the Airplane Factory in Gardnerville, NV. I was fortunate enough to contract Don to install his beautiful Canopy and Dual Sticks STC. There went another \$42,000.00. I had another \$5- 6,000.00 in there as well. I was getting in deep and had less than an hour of experience.

I left Afghanistan after almost 1500 combat hours over 22 months and escaping a Rocket landing outside a bunker that ended up being a Russian dud and several Airborne attacks on Bagram Airfield.

I also had fallen in love during my being TDY to Tallinn, Estonia and getting married to the love of my life. I had tons to do for visas and paperwork and returned to the States where Don had finally finished his work on my Swift after almost 7 months. I had hoped to spend a few days with him learning my Swift but came down with the flu and lost 4 valuable days in bed. I was still weak when I flew down to Reno to meet Don on the 6th of January. I needed to be back in Washington on the 7th. A big weather system was moving in off the Coast. I didn't get to do the part that was so important about learning the Swift and flying it with Don. He is a wealth of knowledge and he would have been the perfect instructor.

We had a difficult time getting it started on a very cold day in McMinnville, NV. My window to beat the weather system was closing. Don went back to get a heater for thinning out the oil and a good



charger while I stayed with the plane. He told me to try and start it and if I was successful I should take off and head for Aurora where I had an appointment with Pacific Coast Avionics for close to \$80,000.00 worth of avionics and new instrument panel. \$60,000.00 already prepaid.

I attempted the start and my engine roared to life. I sat and waited until the temperatures warmed into the green, turned on my alternator and checked voltage and ran my fuel selectors from main to alternate left then right to make sure they would give me fuel when I called for it. That check was successful and I switched back to the main tank so I could burn it down to when using the alternate tanks, the return line from the engine into the main tank would not overflow the main tank. I got ATIS and taxied out to takeoff on the North runway for my flight to Aurora, Oregon. I lined up on the active runway after my takeoff checks and broadcasting in the blind to area traffic. This was my second takeoff in my Swift. I slowly advanced the throttle and had the mixture leaned to match the high altitude field in McMinnville, NV. I let the tail lift off and gently added the rest of my power and checked engine readings. It didn't take long as my little Swift broke loose from the earthly restraints and climbed upwards. I retracted the gear at around 75mph and continued to climb out at 100mph indicated. Everything looked good. I had no power source for my Garmin 796 not my Apple mini iPad with GPS and ForeFlight performance subscription.

My aircraft had not been properly rigged and needed constant pressure on the controls to keep my course. Something I noted that I would get taken care of after picking it up when Pacific Coast Avionics was finished with their magic transformation of my cockpit.

My fuel burn was between 16 and 18 gallons an hour and I had my doubts about having adequate fuel and since Don had fueled it when I was pre-fighting I decided to make an intermediate stop to fuel up prior to flying on to Aurora. The weather system was moving in and winds were picking up with moderate chop and the Swift without being rigged was a handful and not pleasant to fly. My battery was running low on both the iPad and Garmin. I landed in Eugene and got fuel in the main tank only as the distance to Aurora was just 70nm. It was raining moderately and still VFR. I didn't think it would remain that way for long. Don has gone over the hot start procedure to prime the injector lines to clear the air out. It was not wanting to start and I hit the boost pump and it roared to life but before it quit, it nosed over and to my shock, struck the prop on the pavement. It wasn't bad but clearly it had struck. I decided to start it again only this time with the throttle not so advanced. It started and I checked for vibration. It was running smoothly and I decided that I would fly it to Aurora to get it inspected and pull my prop and get it replaced while the radios were being installed and talk with an AI about whether I needed to pull the engine apart to inspect it.

I taxied out and waited for my takeoff clearance. I took off and got my gear up just at 80mph and made a left downwind departure towards Aurora and listening to my engine and checking out for any engine damage or prop failure. Everything seemed normal so I made the decision to continue to Aurora. My hydraulic yellow lights was on but I didn't have a gear unsafe red light. I wasn't familiar with the systems of my airplane and I was soon going to pay dearly for that lack of knowledge. The wind at Aurora was 180 degrees at 23mph and steady gust of 40 mph. The runway was 17 so very little crosswind. I flew East of the airport for letting traffic that was in the pattern land and then cleared for a right downwind. The weather system was really moving in but still VFR but very windy and turbulent. Not a comfortable situation to be in and my stress was peaking out. I slowed to below 100 and took my gear lever and moved it into the gear down position. I felt that it had gone down but unfamiliar airport, unfamiliar with the Swift and those strong unpredictable winds had me concerned. I lowered the flaps and failed to look to see if they were down and failed to look at the absence of green gear down lights I came over the fence at 80 to 70 mph and lined up on the centerline. I knew I had to wheel land it. I was about 55mph indicated when my left gear touched and then fold to place my

Sweet Swift onto its belly at approximately 15 to 30mph ground speed and skidded to a stop with my prop now seriously damaged and slid over a landing light on the runway and broke it off. My plane came to a stop and I got out. I called Don. I was not aware my hydraulic CB had popped and my gear was inoperative. I could have cranked it down but wasn't familiar with doing that. You can see what a beautiful airplane it was and because I didn't know the systems and learn the particular things about that Swift, no matter how many hours I had flying, I had destroyed my plane and my dream of owning a Super Swift. I didn't have the Swift covered by insurance and planned on getting it after the radios were installed. I made many mistakes assuming nothing would go wrong. I should have never flown it without a proper check out. I should have stayed with Don and learned all the systems and been checked out where the weather was good and then parked it until I wasn't pressed to fly into weather in an airplane I didn't know. I'm writing this to any one who owns a Swift or is thinking about buying one without a proper check out. I'm not sure I will own another plane. I don't think I have to tell you what I would have done differently but I don't get that chance. I am blessed that I was not hurt or killed and can share with you so you can learn from my mistakes."

John Richardson
ATP 31147.6 hour TT



“Oklahoma Round About” by Ken Coughlin

In the May 9, 2019 issue of the General Aviation News (GAN), there was a story about a female aviator who built her own RV plane and then flew it around Oklahoma landing at 108 public use airports. This story was excellent reading but reminded me of the time “Blue Bird” (N80744) and I did the same thing a number of years ago. That lady aviator wasn't the first to accomplish this feat because our “round robin” occurred over an eight-month period between July 2004 and March 2005. I'm sure our circuit wasn't the first time it was done either, but it was the first time we did it. You might think that eight months is a long time to touch down at 126 airports in our part of the world, and rightfully so, it was. However, you've got to remember that the weather here in Oklahoma is seldom calm, the wind is seldom down the runway and is seldom less than 25 Kts from any direction. We even had to wait for a couple of construction projects to be completed before those airports could be included in our itinerary. You might also wonder why our junket included 126 landings and the lady aviator's included only 108. In the time between our adventure and hers, several airfields had unfortunately closed.

This tale isn't about how we planned the flights, how we selected the routes, or how we accomplished food, gasoline, or altitudes. Its mostly about what we encountered in the way of airfields that made our adventure so entertaining and educational. Examples of the differences in airfield design in this state range from one of the longest and widest runways to some of the shortest and narrowest. Some airfields have the ultimate in facilities while others have nothing at all, nothing more than a windsock.

Oklahoma's longest runway is at a onetime Air Force base now called Clinton Sherman (CSM). At 13,503 ft. long and 250 ft. wide with a 1000 ft. overrun at each end, concrete extends in all directions as we begin the flare for landing. It kind'a changes your perception somewhat of where the runway really is for touchdown. Even on departure, as we reached cruising altitude and began our turn out to the next location, there was still about 2000 ft. of runway left beneath us.

At the opposite end of the spectrum, the shortest runway was a place called Pond Creek (2K1) where the sectional map said it should be 2300 ft. Trees at the approach end were such that the first 800 ft. looked unusable leaving only about 1500 ft. Flare, touch down, flaps up, power up, and the end of the runway was almost on us. As the tires left the end of the pavement, the engine began to miss on one cylinder and a noticeable vibration began as we skimmed over a heretofore unnoticed drainage ditch. Fortunately, the plugged injector cleared itself almost as quickly as it had started, and the climb out continued as my heartbeat began to slow down again.

Then there were not only short runways but ones that looked like pencil lines on the ground. Crazy Horse (97F) was a good example of this in that it is 2600 ft. long but only 30 ft wide. With the "Blue Bird's" landing gear at just over 10 ft apart that didn't leave much wiggle room in which to keep the bird on the pavement in the roll out. Another tight squeeze was at Erick (013) where the runway was an advertised width of only 25 ft. Try holding a 10 ft wide gear on that little bit of pavement in a 15-degree cross wind at 20 Kts. It took a goodly amount of fancy footwork.

Other bits of excitement occurred at the Freedom airport (K77) where the airport's runway is adjacent to the Cimarron River bottom while the small town of Freedom is located on higher ground several feet, about the river level. When flying a standard 800 ft traffic pattern, it sort'a gives you the impression we were zip-ping through a number of neighbors' back yards before turning left base. And when turning final, the realization sinks in that this runway is another one of those narrow ones at 25 ft. And if that wasn't enough, the departure end of that runway had a clump of tall grass that hadn't been cut even though the rest of the property seemed to have been mowed. As we picked up speed for take-off, thoughts like "Why hasn't that grass been cut?, Is there a post, pipe, or pillar in the middle of that clump?" and "How are we going to clear it with our 15.4 ft left wing?" Fortunately, that take-off turned out to be nothing more than one of those moments of stark terror that are sprinkled among numerous hours of flying boredom.

Another exciting airport approach occurred at Westport (4O1) just a few miles west of Tulsa on the south shore of Keystone Lake. This airfield sits between a close by highway interchange to the south and a 100 ft or higher cliff drop-off to the north. A southbound approach requires cognizance of the possibility of a down draft just as the approach crosses from the water side to the touch down point. Nothing abnormal happened on our one-time landing at this tightly packed airfield and we cleared the interchange upon departure without startling too many passing motorists.

Out in the Oklahoma panhandle there's an airfield that requires aircraft to leave the state to effect a landing at it. Texhoma (K49) Municipal sits so close to the Texas border that flying a normal traffic pattern for the northeast/southwest runway requires most of the pattern to be flown over Texas real estate. Nothing out of the ordinary here except for the passing thought that north Texas looks pretty much like western Oklahoma. That thought alone interferes with your concentration on the task at hand.

If you can handle long and wide runways, short and narrow runways, how about runways that go up and down or even vice versa, down first and then up? Lake Murray (1F1) for instance runs parallel to and adjacent to a golf course fairway. Approaching this north/south runway from either direction requires that a pilot put a little trust in human nature. The runway starts going up hill enough so that seeing the other end of it isn't in your sight picture. The human nature part of the landing is your sincere hope that all golfers are good enough and smart enough to first not hook/slice their golf ball onto the runway and then second, not chase it until your roll out has passed.

The layout of the Oklahoma territory (69,919 sq. miles) tends to lend itself to aviation adventures of this type where other states may not (like Texas at 267,340 sq. miles). Other smaller states could more likely be candidates for this type experience. In any case, designing and executing an aviation tour that encompasses all public use, paved runways in your state can be an exciting exercise and an educational gold mine that will test just about every VFR principal you've ever learned in your entire piloting career. *Ken Coughlin*

FOR SALE - AWARD WINNING SWIFT

Original 1946 — GC-1A — N80760 — S/N 163

TT=2730.35, TSMOH=488.35, TSTOH=88.5

This aircraft was an award winner at Oshkosh in 1974, 1975 and 1982.

It would continue to get awards if you flew it there!

Very nice, very original, GC-1A but is actually equipped with a C-90 and an excellent match of a fixed pitch metal prop.

This is the Swift Mark Holliday used to perform that beautiful aerobatic routine during the “**50th Anniversary of the Swift**” air show at Denton, TX as well as numerous other air shows.

N80760 was displayed in the Swift Museum in Athens, TN for 20 years prior to my purchasing it in 2007. Since then it has been displayed at the Port Townsend Aero Museum, Port Townsend, WA.

I have kept it in annual during my time as caretaker and flew it occasionally to special events.

Life changes, and it's time to find a new caretaker for this great unrestored original Swift!



I paid \$40,500...**make me an offer.** Ernie Hansen 360-808-1858 or ernestfhansen@gmail.com