

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

## 2020 EVENT SCHEDULE

**Sun-n-Fun**  
Lakeland, FL  
May 5 — 10  
(Tentative)

**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 #4

March 2020

### Executive Director Report *by Scott Anderson*

My, how quickly things change. As the fly-in season was about to begin, the Coronavirus has disrupted everything.

Sun-n-Fun has been tentatively postponed until May 5<sup>th</sup>-10 according to a notice sent out recently. They have set a date of no later than April 17<sup>th</sup> for their final determination of the event schedule. Fortunately, our Swift National Convention is scheduled for October 7<sup>th</sup>-10<sup>th</sup> so we hope everything will be back to normal well before then. We can also hope that AirVenture at Oshkosh and other popular fly-ins are not affected.

While social distancing is being encouraged for now, if able, we can still get out and enjoy flying our airplanes. As the spring weather improves, go knock off some rust and work on your flying skills. There is a great deal of satisfaction in executing that squeaker landing or perfectly flown maneuvers that you may have not practiced in a while. Making the most out a difficult time will keep us happy and ready for getting back together and resuming our very social aviation lifestyle when the crisis has passed.

One thing that hasn't changed is that we are here! Business as usual at Swift Parts to help you keep your airplane in top shape. Contact us for your needs and we will do our best to help you.

We will continue to publish a monthly newsletter as long as we are able. In fairness to the over one third of the membership who receive their newsletters by mail, we will only produce a newsletter if we are able to reach everyone. We hope things will improve and we can continue with no interruptions. If you do not receive your newsletter on time, we have Covid-19 to thank.

Please respect the conditions of our new daily life to help stop the spread of the virus, but if you are able to do so safely and respectfully, get some personal flying in.

Be well and we look forward to getting back together as soon as the crisis passes.

---

### In Memory of Paul Ross

We are saddened to report the loss of long time member Paul Ross of California. You will remember Paul as "Swift Alturair". We hope to have more information to share in the next newsletter.

**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

# DIAMOND POINT SWIFTERS

## Swift Gathering July 10-12, 2020



The Burrito Brothers have decided it's time for another Diamond Point Swift Gathering!! We are hoping to offer the same venue as past years; housing in the neighborhood, great food/drinks, flyouts and camaraderie.

**When:** July 10-12

**Where:** Diamond Point Airport 2WA1, Sequim, Washington 98382

**Contact for event/airport information:** Ernie Hansen  
ernestfhansen@gmail.com or any Burrito Brother

---

**For Sale by SMF — Contact us and Make an Offer**  
423-745-9547 or [swiftmuseumfoundation@aol.com](mailto:swiftmuseumfoundation@aol.com)

**King KLX 135A GPS/Comm**

**Garmin GTX327 Transponder**

**AmeriKing 121.5 ELT**

**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](mailto:swiftmuseumfoundation@aol.com)

**King KT76A Transponder**

**Hypervox 2 place intercom**

**Swiftronics fuel totalizer (instrument)**

## President's Comments by Jim Jones

Since 2007, 13 years, Bud & Sylvia Brown of the Southern Swift Alr Group (SSAG) have hosted Swift Camp at the Franklin County Airport(18A), Georgia. Each year between 5 and 10 Swift owners have brought their Swifts for this week of annual inspections, maintenance work and fellowship. The day normally starts about 8:00 AM, lunch at noon time and debriefing and about 5:00 PM at the home of Bud & Sylvia, with them hosting dinner also. Bo Mabry and Dave Carpenter both I/A's and Swift owners provide a wealth of knowledge of the Swift. Many of the those attending have owned their Swifts for over 30 years and some are new Swift owners wanting to be engaged in the annual inspection and learn more about their Swift. This is a great week of fellowship with maintenance safety being the most important. Each person attending has his own story about how they became a Swift owner. The bonds of friendship that have been established has brought this group very close together.

Hopefully, other Swift Wings are doing something similar, if not I suggest it be considered. The rewards are very high and the investment is very low.

Below are the comments, observations and photos contributed by Swift owner Tom Gray. We have his permission to publish his account of Swift Camp.

### Swift Camp 2020 by Tom Gray

The year has been... odd... and, if your life is flying, a difficult one. The weather has not been cooperative for the tiny, frail, machines of man. So, taking advantage of a brief break in the clouds on Sunday we were off to Franklin, 18A for Swift Camp, 2020.

The number of these amazing old machines is dwindling. And we continue the hard work of the men before us to keep them in the air, for, another year. There will come and end, but, not this year. Not on our watch.

Eight Swift owners, Dave Carpenter, Bo Mabry, Mason Christmas, Wayne Neismith, Tom Gray, Pick Freeman, Bud Brown and Jim "Frog" Jones. There were also a couple and our big sisters, the Navions. Every man needs a sports car and a truck.



These planes are actually, quite tiny. Each seems to reflect its owner. No two are the same. All are beautiful. And, if I may, with considerable experience in the truly great planes, nothing flies quite as nice. Truly, God flies a Swift.

We would roll each plane in, and as a team, tackle all the many tasks needed to keep these, rapidly closing on a century old, planes flying. Only a few years a

## 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

part of this story, I know, somewhat, not like Bo or Bud, or Flea, I know what needs to be done. The left panel on the tail, the two belly panels, jacks for the gear, I am beginning to learn the last plane I will ever fly.

At a surprisingly comfortable field. Where we seem to spend so much time. More and more, buildings like this, are where I wish to be. At the field, looking at the sky, waiting for my next "excuse" to fly.



And we spend each night talking of nothing but flying. No politics, no children, no wives, no health problems, no car talk, nothing but flying. I have 47 years in the cockpit, over 20,000 hours, and I am the baby, the youngest, I listen, in awe, in respect, as these men tell me stories. Oddly, and this I truly do not understand, they do not drink much coffee. I feel such sorrow for them.

It is amazing how much we move our planes. My friend Garrett has a quonset hut barely big enough for one plane. And he shuffles planes in and out the way my wife

changes blouses. We are almost as skilled with shuffling Swifts.



Chessie, the Blue Swift. Pam's Swift. She lets me fly her!

We may not talk about girls, but they adorn flying machines. A beautiful Waco on the field.



This father son team fly a Waco which is almost 100 years old. I truly feel sorry for them. They don't own a Swift! They do have a well stocked beer fridge, so, I kept my thoughts to myself. They are Dick and Cliff McSpadden, also long time Navion owners. Dick's other son is Richard McSpadden, formally Thunderbird One and presently with AOPA as the Air Safety Institute Vice President.

For those of you who have never enjoyed, the beauty, the wonder, the pure joy of spending four days pulling panels, cycling gear, pulling, cleaning, gapping spark plugs, working on planes, this image can only give you a brief, glimpse into the wonder, the beauty, the majesty, the

awe of aircraft maintenance. Remember, for every hour in the air, expect to spend an hour on your back under the plane.

*I own a Swift. They tell me that admitting you have a problem is half way to recovery. Thank God I am not interested in Stearmans!"*

**Unique Super Swift for Sale**  
**1946 Globe GC 1B Serial No. 1119**  
**\$75,000**



**Airframe TTSN: Approx. 4000 hrs.**  
**Engine: Left Hand turning Lycoming LIO-360 CI E6, 200hp.**  
**Engine TTSN: 2753 STOH: 1302**  
**Prop: TTSN: 2753 TSOH: 105**

*Owned and flown by professional mechanic, A&P/IA for 51 years.*

**Equipment and Features:**

**ELI Air Oil Landing Gear**  
**1970 lb. Gross Weight**  
**Concord Sealed Battery**  
**Nagle sliding bubble canopy**  
**C 150 Seats**  
**Cleveland wheels and brakes**  
**15 gallon aux fuel tank, total 39 gals.**  
**Chuck Lischer Control Sticks**  
**Alpha Systems AOA**  
**Merlyn Products aft battery access door**

**Avionics:**

**Narco Mk 12D with localizer and Glideslope**  
**Bendix KMD 150 GPS with Moving map display**  
**King KT 76 Transponder**  
**Electronics International EGT/CHT, all cylinders**  
**iFly720 GPS Tablet**  
**Swiftronics Digital Flow meter/totalizer**

*To be sold with fresh annual inspection*

**Located in Camas, Wa. near Portland, OR.**  
**Contact: Bill Weaver 805 218-0871, swift238@gmail.com**

## **Good Pre-Flight and how about a Post-Flight too?**

*by Stan Price*

We've all been taught to do a thorough pre-flight prior to flight but very few of us will consistently do a post-flight. Now, what in the world is a post-flight. For the military and airline guys we did a walk around not only at the beginning of our day's flying but also at the end of the last flight. The purpose was to find any deficiencies that need to be addressed during the evening and prior to the next pilots sortie.

Example:

If you park the airplane with an inoperative nav-light that is a required item for the next morning's departure you have just caused an unnecessary delay for the morning crew that will need to find some maintenance to resolve the problem after they discover it on their morning pre-flight. This could have been taken care of by the evening maintenance folks with no delay for that morning departure. On the Swift the most important item, in my opinion, is to take a look at those gear pull down cables and make sure they did not pop off of the track. The oil quantity will indicate lower than actual but if you know your airplane and the oil level shows 5 instead of 5 ½ and you know that normally there is ¾ quarts that will drain back down you will have a heads up that you will need a quart of oil before your next flight. If you see a tire issue such as a thorn or nail in your tire you will know that you might need to change a Goodyear prior to your next journey. How about that big nick in the prop that needs to be addressed. Maybe a tail wheel spring has popped off the chain. Screws that somehow manage to become loose, fasteners that unfasten, leaky brake lines, or other undesirable gremlins that attach themselves to your airplane. Best to discover them early and give you a squawk that needs to be addressed.

When you clean the bugs off your airplane after that last flight also make it a "Post- Flight". It might save you a surprise when you are "Hot to trot" on that next mission.

Be Safe.