

SWIFT MUSEUM
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2020 EVENT SCHEDULE

~~!!Cancelled!!~~

~~Sun-n-Fun
Lakeland, FL
May 5 — 10~~

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

~~!!!Cancelled!!!
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 #5

April 2020

Executive Director Report *by Scott Anderson*

I'd like to begin by sending out our best wishes to all SMF members and their families in this time of the Coronavirus pandemic. Hopefully everyone is well and being responsible in their actions to help slow the spread of the disease.

Tennessee Governor Bill Lee has announced that the "safer at home order" will soon be lifted allowing us at Headquarters to return to our full schedule by the end of April. We have been working a reduced schedule in the office and parts department. Working from home three days and coming in two days is allowing us to make every effort to catch up on parts orders and take care of other things required to keep the lights on here.

We look forward to getting back to some kind of normal and reopening the museum to visitors as soon as is prudent for the safety of all.

In other news we are now offering automatic renewal for keeping your membership active without having to send payments in annually. If this interests you just give Sue a call or send her an email and she will get your information to get you set up for auto renewal.

Apparently not all is about Covid-19.... There is still a great deal of activity in the Swift World as we are still getting more new members joining and some others that had dropped out now rejoining! There has also been activity in sales of Swift aircraft. We wish to welcome these members both returning and new to the group and we look forward to meeting everyone in person soon.

I'd like to thank member Bill Weaver for the donation of the new vinyl decals of our Globe logo for the larger Cleveland wheel covers.

Swift Parts now has the option of the original size decal and these larger versions. Give us a call if you need these or any other parts and we will do our best to help you. Swift owners are fortunate to have such great parts support for their vintage aircraft. Many other types do not have this luxury.

Keep flying and enjoying your Swifts as much as possible.
Bluer skies ahead!!!

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*

For several months there has been an effort to have the Trio Auto Pilot be approved for the Swift. See the email below from Scott Naumann and Mark Sullivan. Now is a good time to consider sending a deposit for the autopilot. With Sun-N-Fun and many other fly-ins being cancelled and since we're not flying as much and may have reduced expenses, there may be funds available.

The Trio Autopilot will be a great safety item to add to our wonderful flying Swifts. If you are interested please contact Mark Sullivan at the email address below and please copy me on the email.

"Hello fellow Swifter's,

Would you please forward this email for publication to the Swift community?

Thank you,

*Scott and Sandy Naumann
Swift N2441B"*

From: Mark Sullivan <mark.sullivan@thestcgroupllc.com>

Date: April 17, 2020 at 7:19:15 PM PDT

To: "scottnaumann@earthlink.net" <scottnaumann@earthlink.net>

Subject: Swift Development Project

Dear Mr. Naumann:

This is a follow-up to keep you advised of the Trio autopilot development project. We have stalled at 10 deposits but I know there are many more Swift flyers out there who just don't realize that we are oh-so close to a "Go" on this project virus notwithstanding. (One advantage to being small is that we are used to working solo in an empty hangar.) Please be assured that we are still eager to proceed and that your deposit is sitting in a secure Wells Fargo Bank savings account. We just need to "ping" the community. Please ping your fellow Swift flyers and stay well.

Mark F. Sullivan
Managing Member
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"Bringing the feature-rich Trio Pro Pilot autopilot to the legacy GA fleet"

Diamond Point Swift Gathering Cancelled

Regretfully, we feel the need to cancel the Diamond Point Swift Gathering. This may seem a bit premature, but given the current situation with the Corona Virus and the structure of our event, where we house guest in private homes, we feel this is the prudent course of action.

We hope to see everyone at some event this summer.

Stay safe,

Burrito Brothers

Ernie Hansen, Bill Shepherd, Gerry Mahoney, John Johnson and Gary Eklund

Swift Formation Committee "SFC"

by Paul Mercandetti

A join-up at 1000 ft and 110 kts is considered within the guidelines of social distancing. Having said that I can report that not much else is going on.

We have made a few changes to the committee. Michael Kennedy has asked to step down from the Chairman position and Sandy has also asked to step down from the Vice-Chairman position. I have been saddled, I mean I have been asked to take on the position of Chairman and I was able to con Jim Roberts into the Vice-Chairman slot. He will be a great asset to us. Sandy will remain active in her Check-Pilot role and is available to assist me when needed.

At my request Jim sent a letter through channels to try and clarify some ambiguities on the ADS-B in formation question. While we all know what they meant, I felt it was never really defined in writing in the FAR's which is our official go to and I didn't want to be responsible for someone in our group getting violated on a technicality. The AIM is only a guide. After many weeks we now have a response that is a little more conclusive.

Here is the reply to Jim's (Roberts) letter:

"Bob Hill up-channeled my ADS-B questions, and I got this reply from an FAA staffer."

"As Mr. Roberts noted in his email, our AC offers the guidance below. The language here and in the AIM was specifically vetted by FAA General Counsel's office. The concern was to allow formation flying without ATC flight following, without undermining the requirement to "transmit at all times."

ATC representatives who participated in developing the language in the AC were very clear that they support this process for formation flights that are not receiving flight following. That's why it is in the AC and multiple places in the AIM.

As to the specific scenarios Mr. Roberts describes, the best advice is to treat ADS-B transmission as they would transponder."

Continued pg. 4

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Founded by

Charles E. "Charlie" Nelson
1968

My take-away is that when not talking to ATC we should use our transponders like we always have (pre-ADS-B). Only lead squawks, on the ground and in the air.

When talking to ATC we should follow the controller's directives, only lead to squawk.

I would like to add a caution: If you have been operating as a 4 ship and 3 and 4 break off to go home, PLEASE remember 3 has to pick up the squawk, 2 and 4 also if they break away.

One more thing, if you have not received your card and have sent in your dues and proficiency report, call me—508-654-2671. You can download PR's on flyfast.org.

Stay safe and keep current.

Swift National Fly-in & Convention

By Paul Mercandetti

While we cannot predict where we will be in October with COVID-19 looming over our heads, we can continue to plan. I'm sure by then if conditions are favorable people like me will be chomping at the bit to get out and fly and get back to visiting like minded friends. At this time the Board of Directors has not made a final decision on whether or not to cancel our National Convention scheduled for October.

We will keep you posted with any and all developments as these very important decisions are made. As many of us are in the over 65 category we will use extreme caution when making our decision. Stay well my friends.

In Memory of Larry Dennis

We have just learned of the passing of long time Swift member and Swift historian, Larry Dennis of Grand Prairie, Texas. Larry was an avid researcher of Globe and TEMCO history and attended many Swift fly-ins over the years. He increased the SMF historical data files by sharing his research and documentation. Larry is preceded in death by his lovely wife Anne. Our sincere thanks to Larry for his numerous contributions to Swift and his friendship to us all. Godspeed dear friend.



**Globe Wheel Decals
Sized for Cleveland Wheels**

Now available from Swift Parts Department

**Contact Swift Parts to order
423-744-9696**

swiftmuseumfoundation@aol.com

Many thanks to Bill Weaver for making these available!

The **RULE** of **THREE** — The **ART** of Flying

By Lance Christiansen, D.O.

Most aircraft accidents are due to so-called human error. It's obvious to me, that we humans evolved over a period of untold millions of years to be landlubbers. Recent paleo-archeological research has determined that homo sapiens have existed on earth for only 300,000 years; during that not-so-long period, we've never been aerial creatures. Therefore, anything more than jogging on a forest path is inherently dangerous for we humans, to some degree. So, when the first glider adventurers took to air, and that occurred, I suppose, about 130-140 years ago, we entered a new activity which took training, reasoning, remembering, manual learning and the "Right Stuff".

Flying an aircraft is an activity has not been part of the behavior that we humans have evolved to perform naturally and easily. The Leaky family has not found any primordial aircraft in the African rift area, I don't believe! In Short, humans can learn to fly, but many aspects of it are beyond the visual, kinesi-
thetic, coordinative, and mental functioning of the basic human being. So, learning to fly, and continuing to fly, successfully, a person must involve themselves in a training regimen that is mental and physical during the time they are first training, and during the time they are active pilots.

I think I've learned this: human mental and physical capabilities evolved over millions of years so that we humans have the ability to walk/jog on a forest path quite successfully, and some of us can climb trees! If an individual runs, rapidly, on a forest path, from time to time, a runner may stumble on a root, fall, and break an arm. If they run around a corner, an extending tree branch could, from time to time, impale an eye. So, the reality is, that any locomotive behavior that taxes the visual/neurological/musculoskeletal systems more than walking/jogging on a forest path, can be more that the human mind can manage repeatedly, considering the various natural phenomena involved. Of course, with training, experience and added sensory input from various instruments, the human can often surpass their natural, original untrained behavior, but when they do, they are taking a calculated risk. Every flight creates a calculated risk, of some level, to a pilot's physical being.

When an aircraft accident is investigated, to a great degree it is a "crap-shoot", because none of the investigators of a given aircraft crash were in the cockpit with the pilot, so, what is "determined" is, often, a glorified guess. But, usually, since the overriding principle of flight, is that the pilot is the "pilot in command", no matter what happens to an aircraft, it is the pilots fault.

Obviously, I'm not an expert on every detail of the 737 Max political brouhaha, but I've read reports that the pilot of the airlines which experienced a 737 Max crash, indicated that Boeing didn't provide, neither thorough enough training, nor the correct instructions for the autopilot system. Well, if that was true, the command pilots of the airlines flying the 737 Max should have refused to fly it. If they didn't refuse to fly it, they failed their duty as command pilots.

I determined, I think, that the main reason aircraft accidents occur is usually secondary to the limits of our evolved human mental functioning; to understand that concept better, I call it: "The Rule of Three".

The "Rule of Three", describes that fact that the human mind can, usually, adjust a person's physical functioning in a successful fashion, and considering aviation, so that the given flight it can be carried out successfully. Naturally, the former statement means that when most of the elements of a flight are carried out reasonably well, and that includes the landing that terminates the flight.

Further, it means that, usually, if one meaningful, adverse phenomenon occurs during a flight, a pilot with reasonable skill and currency can solve the problem that occurs during that flight reasonably well, and land his/her plane, successfully.

A human can also, usually, if two simultaneous, adverse, meaningful flight phenomena occur, adjust his/her functioning rationally, and successfully, and make a safe landing.

If, however, three simultaneous, meaningful, adverse phenomena occur during a flight, often, or commonly, the human mind cannot successfully enable the pilot to complete the flight and make a successful landing.

Examples are, for instance, a failure of a landing gear to extend. There are emergency procedures for that problem, but if a person hasn't thought about them for a long time, and if they haven't practiced the procedure in an aircraft, and/or mentally, they may not have the skill to complete the emergency procedure. So, good training and experience is necessary for behaviors not commonly used. If a pilot is untrained, or completely not current in the emergency landing gear procedure, or hasn't checked the system on preflight, this one adverse phenomenon may cause the pilot to make a non-successful flight. But, usually it can be accomplished if the pilot has a reasonable level of knowledge and currency.

But, if the landing gear extension apparatus does not work correctly, and it is at night, then that one added mental factor complicates flying the aircraft, as well as performing the emergency landing gear lowering procedure. Usually, a decently trained and experienced pilot will be able to manage the emergency landing gear extension procedure and land the aircraft successfully at night, but due to one of many extenuating circumstances, perhaps the pilot's mind will be overwhelmed and a non-successful flight will be the result.

But, however, if a third, simultaneous, meaningful, problematic phenomenon occurs, such as a low fuel state, such as low ceilings, such as being non-current in the aircraft, such as conducting a flight into a strange area, such as flying the scud, such as not having a modicum of "The Right Stuff", which can be considered to be, "The Art of Flying", any one, or a number together may cause an unsuccessful flight. In general, if any of a group of three, or more, simultaneous, meaningful adverse phenomena are experienced while flying, the pilot's senses and neurological computational system may become over-taxed, and he/she may not land successfully.

Another scenario could be this one: A pilot is cruising a Swift at 10,000 ft. above the ground and suddenly its engine fails. The correct engine re-start emergency procedure is followed, but the engine fails to start. Usually, a pilot flying at 10,000 ft. above the ground will be able to glide a meaningful distance (look at your aircraft performance handbook), if its propeller, an Aeromatic, fixed pitch, or constant speed propeller, is dealt with correctly. If the pilot has "good headwork", he/she would maintain the knowledge of the airports along his/her course of flight in mind, and/or have a GPS with the emergency "nearest airport" feature. The pilot must, naturally, know the distance to the airport chosen. Then, of course, the pilot must know the best air speed, considering the weight of the aircraft, for its best glide distance. The aircraft should be glided at the L/D Max angle of attack, but since most aircraft do not have an angle of attack indicator the pilot will have to fly by reference to airspeed. The Swift stalls at 47 mph indicated airspeed at gross weight, normally, so L/D Max will be slightly faster: 51 mph? A heavier, modified Swift will have to glide at a slightly higher indicated airspeed, so L/D Max would be slightly faster. Glide speed: 53 mph? But, since most aircraft are not flown at gross weight, the airspeed

could be slightly slower. The landing gear (and flaps?) should not be extended until the runway is “made” as extending them causes a great amount of drag. In short, aircraft glide best when they are “clean”.

In the above scenario, all the salient factors must be known: current location and distance to the chosen airport, best-distance glide speed for weight of the aircraft, adjust the propeller so it has the least drag, leave the landing gear and flaps retracted until the runway is “sure” to be reached. Not knowing, or forgetting, any one factor, above, could cause an unsuccessful flight.

So, y’all, next time you go flying, realize that you are “just human” and that we humans have the sensory, mental-computational and emotional limitations of a typical landlubber, so if a person wants to fly successfully, it must be accomplished by a pilot who has a deep interest in flying, for that emotion stimulates a pilot’s motivation’ additionally, they must be well educated in the flying art, and the pilot should maintain an alert, educated mental posture, to fly successfully. They also have to have the “Right Stuff”, which, I think can be semi-defined to be: courage under stress, or, concomitantly being able to mentally function along with the emotion of fear.

In a way, the art of flying is like the art of medicine. Hippocrates wrote about 2500 years ago (modified for this article): “Life is short, learning the art of medicine (flying) takes time, episodes (flights) are fleeting, experience fallacious, and (aviation) judgment is difficult. The physician (pilot) must not only be prepared to do what is right himself, but also to cause the patient (passengers) and externals (the planes parts) to cooperate”.

I, no doubt, am one of the least current Swift owners, as I haven’t flown for years. Nowadays, I’, thinking: a person only lives once! So, now, I’m making arrangements to “change my life” by selling my hobby-farm, buy a hanger on an airport, and return to aviation, which I’ve always loved. I was a small-town doctor in a rural area for a few decades; I learned a lot from my patients; I had a most wonderful experience. Then, I built my dream, a hobby-farm. It is easy to get snookered out of what you really like to do the most: FLY!

Lance Christiansen, D.O.
Toledo, Washington
N78316

PS: I purchased my Swift sight-unseen in Portland, Oregon during June of ’75. My first flight in a tail-wheel aircraft was taking off from Aurora, Oregon Airport on my way to Chicago. I did make it! I, thereafter, subscribed to this newsletter and soon I became mesmerized by the Swift. Horace Noble gave me a ride to my first Swift National at Kentucky Dam; in his 220 Franklin powered Swift during the late Spring of ’76. I met Charlie Nelson at that fly-in. After chatting a few minutes, in that southern drawl of his, he told me “Lance, you’re going to be a “lifer”.

Updated SMF Membership List

For those of you receiving your newsletter via **email**, please note the additional attachment containing our new updated (thanks to Steve & Lynn) Excel membership list.

For those of you receiving via **USPS mail**, you may obtain a copy by contacting Sue at Headquarters. Please take advantage of the updated lists as they contain “New” Swift members!

For Sale by SMF

Contact us and Make an Offer 423-745-9547 or swiftmuseumfoundation@aol.com

Swift Project — Complete firewall aft with some rebuilt parts. **Asking \$8,000.**

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King KT76A Transponder

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