

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

~~!!!Cancelled!!!
Diamond Point
Swift Gathering
Sequim, WA
July 10 — 12~~

~~!!!Cancelled!!!
AirVenture 2020
Oshkosh, WI
July 20 — 26~~

Swift National
Athens, TN
Oct. 7 — 10

Swift Museum Foundation, Inc.



Volume LII Issue #7

June 2020

Executive Director Report by Scott Anderson

With summer officially upon us we should be writing about all the flying activities that Swift members have been attending. No such luck this year, with the ongoing Covid-19 pandemic. However, there is activity in the Swift community with airplanes changing hands and new members continuing to join the Foundation. With the enthusiasm we're seeing even in these trying times, 2021 ought to be great!

Paul Mercandetti has a report on the current status of our National Convention in this newsletter. Everyone please continue to be safe and keep your fingers crossed!

We are finally moving ahead with the **Replica Brick Program** that will place lazar engraved bricks around the Swift flagpole (pole and base from Globe Aircraft Corp.) outside of our museum. As soon as the next order arrives, we will begin the installation of



these bricks. If you haven't ordered a brick and would like to participate, contact us at Headquarters and we can get you set up. A very affordable way to support your Foundation and have a permanent display reflecting your connection to this great organization.

As pictured on page 6 of this newsletter, the original **Globe Factory Bricks** are still being purchased for the display in the entrance hallway to the museum. These are very limited in number and about 2/3 of them have been sold. Don't miss the chance to have your brick displayed prominently in your museum. Truly a special opportunity!



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

Paul Mercandetti
Jim Roberts

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 "Frog" Jones

The aircraft insurance has changed the past year going from a soft market to a hard market. What is meant by hard market is it is getting more difficult to get coverage. Some of the reasons are, age over 70 years old, vintage aircraft, retractable gear aircraft and losses within in a certain type of aircraft. Some of the vintage aircraft have difficulty getting replacement parts which discourages insurance from writing coverage on that type airplane.

If you have had insurance coverage with a company for a number of years it is better to stay with that company rather than shop the market for a lower rate. When the market turns hard and you have been a loyal customer for years you will be given better consideration on retaining coverage. Rates may increase by 10-15%, but you will still have coverage. I am hearing of rates increasing 10-100% depending on the type of aircraft and pilot experience.

We have Swifts with values from \$15,000.00 to \$150,000.00. Make sure you have proper hull coverage on your Swift, a prop strike or gear up landing can exceed \$50,000.00. If the Swift is a total loss by the insurance company, what are the chances it will ever be rebuilt? However, some owners may elect to have liability coverage only and self-insure for hull coverage.

On page ?? is an article **originally published in June 2020 AOPA Pilot** magazine and written by Richard McSpadden, Executive Director, AOPA Air Safety Institute.

Swift National 2020 Convention Committee

By *Paul Mercandetti*

Our BOD met last week and after much discussion it was concluded that we would continue to plan for an October fly-in with a final go-no go date of August 12. I am securing hotel rooms and food vendors with their understanding that it may be necessary to cancel in August. Thus far they have all been very understanding as we are not their only problem child. Their has been a lot of activity as many events have been delayed and are being rescheduled for, you guessed it, October.

Unfortunately the Comfort Inn has been booked since January for a family reunion on our week but the **Fairfield by Marriott** is across the street and they can take us for about the same price of \$95+tax per night (last year's rate was \$89+tax). It was difficult to negotiate a good rate with the increase in activity for October. Feast or famine as they say. As usual you will book directly with the hotel (be sure to mention **Swift Museum for discount**). You will be responsible to cancel or alter your room reservation for weather delays if necessary.

If we decide not to go ahead as planned, I will cancel the Swift Museum block for ALL rooms on August 13. If you make your reservation outside the block I will not know about it and cannot accept responsibility.

Fairfield Inn
106 Burkett L Witt Blvd.
Athens, TN 37303
marriott.com
423-507-0870 (local phone)

Please, Please, Please pre-register! I will be adjusting the block of rooms and ordering food based on the number of people I know are coming, Always, our biggest problem area. Remember, we get stuck for the bill if we over order. Also, it can get cool in the evenings in October, plan accordingly.

Swift Formation Committee “SFC”

by Paul Mercandetti

This week I gathered up all our formation files and computer and made a trip down to our Museum. It has been a while since I spent any time at the museum and it was good to be back. Scott and Sue have been holding down the fort and things look great as expected. Sue and I (mostly Sue) are trying to re-vamp our formation files and bring them up to date. Our old computer program is very old and difficult to use so we are trying to come up with another way of doing it without incurring any cost. It is ironic that 100 years ago I used to build computers but never learned to program them.

It was sad to realize how many members we have lost over the years and surprising to see our inactive formation list has grown. We have had a great number of our Swift family go through the formation school and that is gratifying but not all maintain card currency. The only problem comes when you want to become re-current... You have to take another check-ride. While you do not need a card to fly formations, you do need one if you have any plans to do so in waived airspace. It can be difficult to schedule a check-ride at the last minute if you need one. It's much easier to send in the Proficiency Card and your \$15 to maintain currency. In any case, get out there and fly and keep your skills sharp and have fun.

Stan Price, Jim Roberts, Don Abbott, Gerry Hampton, Sandy Mercandetti, and I are your current check-pilots. Stan has brought to my attention a couple of issues that should be resolved. I will be scheduling a conference call meeting soon to discuss them and we will send out any changes to our active formation pilots. In the meantime, you can find more than you want to know on fly-fast.org. If you find something you don't understand, or a discrepancy, call one of us.

Board of Directors

Chairman

Paul Barnett

P. O. Box 546
 Brookhaven, MS 39602
 pbarnett@pbniisan.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

The following article originally published in *June 2020 AOPA Pilot magazine*.

SAFETY SPOTLIGHT



BY RICHARD MCSPADDEN
Executive Director
AOPA Air Safety Institute

Costly mistakes

Common mishaps that drive insurance rates higher

WE PILOTS can do more to lower aircraft insurance rates—a lot more—and we could do it without a major overhaul to how we operate. We just need more focus, more consistently. Those were my big takeaways from spending time with insurance carriers earlier this year, working to understand recent rate hikes.

To be sure, insurance rates are complex and involve some dynamics beyond the control of most GA pilots, and there are some age-related trends that AOPA is working to understand. Tom Haines recently wrote about some of those dynamics (aopa.org/pilot/insurance2020). But I want to come at the issue from a different angle. Author Stephen Covey wrote about the “circle of influence.” What can we GA pilots do within our circle of influence to positively affect the insurance issue?

NTSB accident reports and trends help us to understand the most serious accidents, but insurers cover incidents well outside of NTSB purview. In fact, most aircraft incidents resulting in insurance claims do not have to be reported to the NTSB. The dynamics of the business side of insurance surprised me. To be clear, I didn’t conduct a scientific study. These observations are from conversations with and some limited data sharing from insurance companies.

Not surprisingly, our most expensive accidents, as measured by insurance payouts per accident, are controlled flight into terrain and crashes on approach. In-flight breakup and weather-related crashes are also among the most expensive per incident. These claims typically include complete payout for hull coverage, and liability and loss of life payments. However, they are not the most costly to insurance carriers because, thankfully, they are infrequent. The most costly accidents are less expensive per event, but their volume creates more drag on the profit and loss statement.

Our most costly problem in GA is gear-up landings and gear collapses, although their cost per incident, \$70,000, is lower than the more catastrophic accidents. Gear-ups are a hidden issue in GA accident statistics. These almost never meet NTSB reporting criteria, so the only way to get a true feel for the actual number is to review insurance claims. Gear-up landings are the second most-claimed incident. The overwhelming number of gear-up landings are inadvertent, meaning that through distraction or some other complicating issue, the pilot forgot to extend the gear. The cause

behind gear collapses is more difficult to discern, but a significant problem is pilots mismanaging the landing gear handle while on the ground, such as after maintenance procedures, or mistakenly grabbing the gear handle instead of the flaps lever or some other knob.

Our second most costly item to insurers is loss of directional control on the ground, including ground loops. Although taildragers are a strong contributor to overall insurance payouts in this category, the issue is not exclusive to taildragers. We lose control on the ground in nosewheel airplanes at a surprising rate.

Hard landings rank third. Ranking fourth in overall cost to insurers, but first in number of incidents, is prop strikes, topping some \$30,000 per occurrence. Cranking with tow bars attached; taxiing into berms, fire extinguishers, hangars, automobiles, other aircraft: We’re creative in the items we find to strike with our propellers. A prop strike almost always generates a complete engine teardown and rebuild.

It surprised me that dramatic fatal accidents and liability aren’t the costs dragging down P&Ls and contributing to rate hikes. It’s hull coverage, much of which can be reduced by more focus in the cockpit in three ways:

1. Committing to establishing and reinforcing our personal procedures to make sure the gear is down, most importantly in times of distraction. The notion that there are “those who have and those who will” is fundamentally wrong and statistically inaccurate. Worse, it communicates a defeatist attitude that has no place in aviation.

2. Pledging not to perform cockpit tasks while taxiing. None. Do them before leaving the chocks, at the end of the runway, or after exiting the runway. Come to a complete stop, perform needed checks, and then taxi.

3. Landing on speed. Excessive speed is frequently the catalyst for ground loops and loss of control on the runway. We often get away with being a few knots fast, but if we normalize the deviance, it is likely to bite us one day. Be exactly on speed over the threshold.

We’re in what industry experts call a “tight” insurance market. If history repeats, in a few years the market will soften. Until then, we can focus on our circle of influence and reduce aircraft damage claims through greater focus in the cockpit.

Go fly. With focus.

AOPA

EMAIL richard.mcspadden@aopa.org

AOPA Air Safety Institute Executive Director **RICHARD MCSPADDEN** is a CFII and MEI, and has logged more than 1,000 hours of dual instruction given.

Super Swift for Sale – priced to sell @ \$59,500

1946 GC 1B Serial Number 2276

Airframe TTSN: Approx. 1755 Hours

Engine: Continental IO-360, 210 HP, TSOH: 335

Constant Speed Prop TSOH: 335

Always Hangared, Same Owner for 19 years since Restoration by Swift Aviation

Equipment & Features:

Harley Howell Custom Gull-Wing Canopy

P-51 Style Gear Doors

Fiberglass Buckaroo-Style Wingtips

Lischer Stick Kit – Control Sticks

Cessna 150 Seats, rebuilt and re-covered

Airtex Interior professionally installed

Fiberglass Cowling

Closed Aileron Slots

Aft Battery Access Door and Relocation Kit

Heavier Wing Attach Straps

Additional structural upgrades with 210 Engine install

Painted by Ed's Aircraft Refinishing, Brookhaven, NY

Wingtip Strobe lights

Avionics:

King KY-97A Flip-Flop Com

Apollo SL-60 GPS/Com

King KT-76C Digital Transponder - would work with Tail Beacon ADF (not installed)

PS Engineering PMA-4000 Intercom

EDM 700 JPI Engine Monitor

Electronics International R-I Digital Tach

Narco Nav 121

Narco Nav 122

Avionics Master Switch

Located at 44N, Sky Acres Airport, Millbrook, NY.

Contact Owner: Jeff Wimmer — 914-474-0191 — jeffwimmer@gmail.com



Parts Wanted — Alturair belly tanks for GC-1B — John Frederick, fredo.a330@gmail.com

Swift oriented CFI is available

Swift oriented CFI is available in North Georgia, Western NC, and Eastern TN.
I am available for tail wheel checkouts as well.

Tom "Swift" Gray
TC_Gray@Mac.com
Jasper, GA — KJZP

— Original Globe Aircraft Corporation factory bricks —
Limited quantity available!

