

SWIFT MUSEUM
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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 #8

July 2020

Executive Director Report by Scott Anderson

I'd like to take a moment to say thank you to everyone that helps keep the Swift Museum Foundation, the great organization that it has been in the past, is in the present, and I'm sure will continue to be for many years to come. First, thank you to the members, both old and new, for without your enthusiasm and interest we would not exist. We are happy to have you and hope to be involved together in our significant aviation family we have built over the past 52 years. The fact that we have such a strong membership with the social interaction that we have enjoyed really says something about the quality of the people involved.

Thanks to the SMF Board of Directors, it's officers and it's committee members that continue to provide wisdom to guide the foundation forward in providing support to keep our beloved Swifts flying and making the best decisions to keep us financially solvent. These fine folks take the time out of their busy lives to provide members with an excellent parts department, technical support, and a monthly newsletter to keep everyone informed on information pertinent to current events in our "World of the Swift". Check out the names listed on your newsletters of these volunteers and say thank you to them when you can. Without their input and direct involvement, we could not do everything that is done for you, the membership.

We are truly an international organization as well. Thank you to the many members that are from Europe, Canada, South America, and Australia. The Swift is a unique airplane that has fans worldwide!

We are looking forward to the time that our world returns to "normal" and we can enjoy the company of our Swift family in person again. Until then, know that the Swift Museum Foundation is still very active on a socially correct level for the time being but is ready to return to wide-open throttle as soon as possible!

Swift National Convention Report — by Paul Mercandetti

Okay everyone... We are coming up on our self-imposed August 13th deadline. Your Board of Directors will meet via conference call to determine which way to go and an announcement will be made based on current conditions. Not much else to add at this point. We're hoping all is well at your house and looking forward to seeing you all again.

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

What a strange and interesting year we are having due Covid-19 and social distancing. Many of our favorite Swift gatherings have been cancelled, Sun-N-Fun, Red River Fly-In, Diamond Point, Oshkosh, Triple Tree, no planning for California Swift Fall Fly-In, and other regional and local events so many of us normally attend. There is uncertainty at this time about Swift National 2020; the Swift Museum Foundation Board of Directors will meet on August 12 to make the final decision on this annual event. If Swift National 2020 is cancelled many will be disappointed while many may have a sense of relief, not really wanting to travel due to these uncertain times of health safety, accommodation cleanliness and social distancing. I am sure this would have an effect on attendance.

However, the silver lining of this year it has reduced our travel expenses. Some are using those same dollars for upgrades to their Swift or spending on other things. The one thing that stays the same is the operating expenses of the Swift Museum Foundation, payroll, utilities, insurance.

The life's blood of a 501(c)3 is fundraising and donations. Membership dues and parts sales will not create the revenue to cover the operating expenses of the Swift Museum Foundation, Inc.

Revenue for 2020 will be reduced as there will not be a raffle this year. Raffle profit for 2019 was \$26,981.45. National Convention income for 2019 was \$20,743.00 which included the door prize raffle and silent auction income. The expenses for the convention were \$9,537.59, which let a profit of \$11,205.41, the total of the two is \$38,186.86.

I offer a suggestion of how this deficit can be reduced or minimized for 2020. Since each of us has a vested interest in the sustainability of the Swift Museum Foundation this can be demonstrated by making a donation to the SMF based on monies saved during 2020 by not attending the fly-ins. This donation can be done by writing a check or calling the SMF and giving your credit card information. These donations could also be used to purchase a factory brick or replica brick. Information on the brick programs are in last month's newsletter.

As I have not had the fly-in expenses of the past years this year, I am writing a donation check to the Swift Museum Foundation today and placing it in the mail. I hope you will consider doing the same thing. It would be great to make up the revenue shortfall for this year with you assisting by donating. Remember, this is your Swift Museum Foundation and the mission of the organization is....

"Dedicated to the Appreciation, Restoration, Preservation and Enjoyment of The Swift"

Please help by donating today.

I look forward to Swift Gatherings in the future without the social distancing requirements. —Fly Safe and Fly Often—

Swift Formation Committee "SFC"

by Paul Mercandetti



I haven't heard too much from you guys lately, but Jim Roberts and I have been doing our part to keep the air above Knoxville littered with smoke oil. Even Sandy has been doing her part taking little Andrew up for rides to get him ready when he gets older.

On July 4th I met up with Jerry Kirby, Don Abbott, Sam Swift, and couple of young guys with a 182 and a real nice camera. We

put together a sortie that took us out of Lebanon, TN, down overhead Mike Kennedy's house, then up to the National Cemetery in Nashville to pay our respects with a couple of passes and smoke. We then flew directly overhead BNA and back to M54. A good time was had by all and some good pictures also.



Keep in touch and let me know when you are doing something exciting, so I have someone other than myself to talk about. I am getting bored with me and this limited socializing.

Last month I told you how Sue and I were trying to revamp our old computer system. As it turns out we did it just in time as I was on it the other day and it finally CRASHED. I think we got everything off of it we needed though.

Stay safe and STAY CURRENT.

Swift Gathering — Hogjowl Airfield (GEI I)

Contact — John Carroll, Jr.

Okay guys, we're 'gonna do it! Swift gathering at Hogjowl Airfield (GEI I) on Lookout Mtn.

The date is August 15, 2020 as the main day. Show up on Friday if you like and we'll make a whole weekend out of it ending up on Sunday. We'll have hot dogs and burgers and pancakes. The usual simple fly-in type stuff. We have plenty of room for camping and we have restroom and shower facilities. We've had other fly-ins here, but never a Swift Type Fly-in. This could be a good warm up for the Swift National.

I'll an approximate head count, so let me know as soon as you can if you can make it. Contact info other than the FB group page is: (404) 626-6226 jcarrolljr@bellsouth.net

There are overnight accommodations in the area of Hogjowl Airfield (GEI I). Some of those include the following:

[Mountain Cove Farms Resort](https://www.tripadvisor.com/Hotels-g30697-c2-Mentone-Alabama-Hotels.html)

[https://www.tripadvisor.com/Hotels-g30697-c2-Mentone Alabama-Hotels.html](https://www.tripadvisor.com/Hotels-g30697-c2-Mentone-Alabama-Hotels.html)

[Mountain Grove at Cloudland Bed and Breakfast -Mentone, Alabama - NW Georgia getaway, luxurious lodging](#)

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Oklahoma City, OK
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Founded by

Charles E. "Charlie" Nelson
1968

Life with Dick & Jeanie Collins and Swift N80772

By Gerry Mahoney

I met Dick Collins in 1946. Dick and his mother, Frieda, owned and operated a small store and service station south of San Francisco, at the intersection of Skyline Blvd. which is still open today. The store had a lunch counter, beer, and staple foods. The Service station was just that- fuel, tire repairs, oil changes and body work. Dick ran the service station and also worked at the San Carlos airport where he got his A&P. He learned to fly there and picked up his Commercial and Instructor ratings.

My father, Ed, was working for Transocean Airlines at the time. He was 15 years older than Dick and I am 15 years younger. Dick started hanging out with my Dad and they remained buddies for life. My Dad convinced Dick to go on to college, so he did. Dick finished a BS degree in Mechanical Engineering in two years. Shortly after that Dick hired on as an Engineer at Hiller Helicopters where he remained until Hiller sold out to Fairchild. Dick worked his way into service test and quickly built up his rotary wing time and was moved over to Flight Test Engineer, followed a year later to Test Pilot. Not



bad for a country boy! When Fairchild bought Hiller, Dick and several other folks went back to Maryland and set up the flight test for the helicopters. While he was there Fairchild took on the installation and testing of a turbine engine in the Porter, now called "Turbo Porter" which was the first Turbo-Prop to fly in the USA. Dick was the pilot.

Dick left Fairchild and went back home to Menlo Park. Jeanie Cryor was working for Nystrom Aviation at the old Palo Alto Airport. Dick was hanging out there since Hiller was gone. Dick gained use of one of the old prewar buildings and began building up a Taylorcraft he had purchased. He also took notice of Jeanie ferrying new Navions for Nystrom. It did not take long for him to gain her attention and she started hanging out in Dick's shop.

Jeanie was in the picture later. Dick would pop up wherever we were living at the time and arrive by T-craft. The first visit was the CAA station at Silver Lake, CA. That is between Barstow and Las Vegas, six miles north of the City of Baker. The CAA Station had a one-mile square runway, a beacon, three generators, and a Low Frequency Range station. There also was a Communication Station. My Dad maintained all of it with one exception, changing the lights on the 140' towers on the range. I was in the fourth grade, so that was my job. Great fun. Dick visited several times and as always, my older sister and I were out of sight. We were sent to the desert to entertain ourselves with our Belgian Shepherd. Dick asked my Dad where we were and he pointed out to the mountains about three miles away and said "Out There", Dick asked, what about the rattle snakes? Dad told Dick, the snakes are on their own!

We transferred to Bryce Canyon, Utah and Dick followed shortly to check it out. He now had a Swift GC-1B, with the roaring 125 hp. Continental. The Bryce Canyon runway is about 8,300 feet long and the station elevation was 7,800 feet. My sister and I wanted a ride so Dick loads the two of us in the Swift (cool day) and off we go. No problem, it took about 5,000 feet of runway but we did it downhill and a left turn took us to the edge of the canyon and we were now about 2,000 feet. He dropped down into the valley and buzzed Tropic (pop. 450). It took a bit but we regained 3,000 feet and got back on the ground at BCE. Dick decided he liked the setup, and went home a couple of days later. No mention of a girlfriend

Several months later Dick called and asked if we were going to be home the next week. Yes, we would be there. And then, "Here comes, Jean, fast talking, good looking, Jean". They arrived by automobile and Jeanie was looking pretty piqued. We met them over at the CAA office on the airport. Dad took one look at Jeanie and set her in a chair, pulled a bottle of Scotch out of his bottom desk drawer and administered a shot, straight up, and the Girl came right to life. She was fine for the whole week. We had a room for them at Ruby's Inn a mile up the road and the group moved up there for the evening. We had a great time as the whole family had a new friend forever. I don't think anybody spoke to Dick until the next day. Jeanie had the floor. I found out she was a pilot and followed her everywhere.

A couple of days later we had dinner at our government provided shack. Jeanie was helping me with the dishes and I asked her “What do I have to do to be a pilot?” I found out that the truth can be brutal. Jeanie replied... you have to be really good in science, math and English.” OUCH, RIGHT THROUGH THE HEART WITH A SPEAR! I thought life was over. My absolutely worst subjects. I never told her until I got out of high school.

The years flew by at a fast pace and Dick & Jeanie built up N80772 with the 180 HP Lycoming. The airplane is a one-time STC. Globe Swift N80772 s/n 175, originally a GC-1A was completely rebuilt in 1965-1966 by 14th owners Dick and Jeanie Collins. At that time they obtained one of the earliest STC's for the Lycoming O-360-A1A engine. 772 has been in at least 45 states and 5 Canadian Provinces and is probably one of the few Swifts to fly north of the Arctic Circle. The Collins were early members of the Northern California Swift Wing and Jeanie was newsletter editor for many years. She cherished her title of “Den Mother”. She designed and printed all the t-shirts sold at the West Coast Fly-In and National. The airplane is in the same configuration as it was when they finished it. They have flown it to Alaska twice, Athens about a zillion trips, Maine 1986 and virtually everywhere on the west coast. Jeanie was the best “Straight Man” in the west. She could pull up the greatest comments and replies with perfect timing and of course innocence!

Jeanie flew 3 Powder Puff, races. The first in a C-140. She was a very smooth pilot. I flew formation on them for about 30 years. I could relax and fly wing tip overlap when Dick would pull out his pillow and hand the airplane to Jeanie. The lead now was rock solid and on course and altitude.

I can't count the Fly-Ins and local Fly-outs we flew with N80772 and N90363. Athens, TN was always a hoot. The trip was a typical Burrito Brother's production (this was before the Burrito Brothers). We never got there without an event. Most were harmless. One year, coming back from OSH, we stopped in South Dakota, for the night and the local crop duster was their best buddie. We put the Swifts in the hangar and jumped in the two vehicles. Jeanie and I were riding with the 16 year old daughter with a day old driver's license. During the trip to a motel Jeanie asked the kid what had transpired since their last visit. The girl gave Jeanie the rundown and closed with winning a first place for her Steer at the County Fair. Jeanie acknowledged and asked where the steer was now. The answer started with the fact that after the high rollers bid the price up and she got \$2,500 for the steer then bought it back for \$500. Jeanie was impressed and asked where she was keeping said steer. Her answer was, “In the freezer.” You know Jeanie's love for animals, she choked a bit and quit talking. I almost ruptured myself to keep from laughing. We got out of the pickup and Jeanie grabbed her bag and headed for the office. The young lady asked what was wrong with Jeanie? As I started to answer, she figured it out. We both laughed. Jeanie had a scotch and it became pretty funny to her also. Jeanie was famous on the PAO to OSH, and PAO to MMI routes. She knew every hangar cat and dog on the routes. She always had a bag of treats for the three-legged dog in Gillette, WY.

Dick was worth his weight in gold at every Fly-In. Usually first to get there and last to leave in case somebody needed help. He always arrived with an ample supply of scotch and tools. He repaired a lot of airplanes at the Fly-In's. We did a lot of business at the Fly-Marts hunting for spare parts. One year Dick & Jeanie, Rick & Linda Cambell and I set off for Athens from San Jose. We had a stop for fuel in Needles, CA. Dick was fooling around checking the hydraulic and brake reservoirs. We arrived in Prescott and Dick had a “Gusher” under the cowl. He fiddled with it and cleaned it up but could not figure out what happened. The next morning Rick, who is really smart, looks at Dick, and says check the plugs for the two reservoirs? Dick had reversed them so when the gear came up, fluid went out. When the gear came down, more fluid came out. Dick couldn't believe it. So it went.

Several years back when we were having Fly-In's in Canada we briefed here (Diamond Point) and discussed how to communicate crossing the border and customs at Abbotsford, CA. We started and took off for Canada. Dick said he forgot something but would catch us. We (6 airplanes) approached the border called Canadian ATC for our IFF squawk, Switched to “Outer” and proceeded. “Outer” passed us to the tower and we landed and taxied over to Customs. No Collins! About 15 minutes later a Swift (N80772) enters the pattern and lands. Dick taxied over and shut down. WELL, both Customs and Tower wanted to talk with him. It seems Dick did not think he had to file a flight plan or deal with Customs. They carted him off to the chicken coop and had a long training session. They let him go without many injuries. The humble Mr. Collins was very quiet. Jeanie was having a great time with the “I told you so”. If I remember correctly, Mr. Collins had a scotch at the bar before checking in.

I could go on for days with stories about my beloved friends.
Gerry Mahoney — Caketaker of N80772.

Life With Dick and Jeanie Collins

Photos submitted by Gerry Mahoney

4 planes at Republic, WA. 80772 on right, Ernie Hansen center and Bill Shepherd left



Unique Super Swift for Sale

1946 Globe GC 1B Serial No. 1119

Must Sell! Reduced to \$52,500.....Don't wait!



Airframe TTSN: Approx. 4000 hrs.

Engine: Left Hand turning Lycoming LIO-360 C1 E6, 200 hp.

Engine TTSN: 2753 STOH: 1302

Prop: TTSN: 2753 TSOH: 105

Owned and flown by professional mechanic, A&P/IA for 52 years.

Equipment and Features:

ELI Air Oil Landing Gear

1970 lb. Gross Weight

Sealed Battery

Nagle sliding bubble canopy

C-150 Seats

Cleveland wheels and brakes

Electric Pitch Trim

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

Swiftronic 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

Super Swift for Sale – price Reduced to \$56,500

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



****See additional information in last month's newsletter****

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