

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~~

~~!!!Cancelled!!!  
Swift National  
Athens, TN  
Oct. 7 — 10~~

# Swift Museum Foundation, Inc.



Volume LII Issue #9

August 2020

## Executive Director Report by Scott Anderson

I'm sure most of you know by now Swift National 2020 has been cancelled, as have been almost every other sport aviation event for this year. As disappointing as that is, your Board of Directors felt that it was the most responsible decision for all concerned. Fly-in Chairman Paul Mercandetti has a full report later in this issue.



I am not going to dwell on what a year 2020 has been so far, we all know about that already. I want to encourage everyone about making 2021 a special year to make up for it! We will be planning our 2021 event to be the best one yet. It will be another significant year as next year will be the 75<sup>th</sup> Anniversary of the production of a fantastic little airplane...The Globe Swift!

I can't think of much flying that compares to our versatile aircraft. Timeless design has helped the Swift endure all these years and I see no end in sight to their popularity. The unique ideas that caretakers have put into these "sports cars of the air" only make the marque even more intriguing and desired around the globe. (pun intended).

Thanks to all of you, the membership, for your understanding concerning our fly-in this year. If you have any suggestions for the 2021 event you can contact either myself or fly-in Chairman Paul Mercandetti. Your input is valued and encouraged. We are looking for ideas to make our next Swift National an unforgettable one.

We look forward to hearing from you, but more than that, the day when we can be together in person again! Take care everyone.

**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

**DICK AND JEANIE COLLINS****By Sylvia Brown**

For those of you that remember or did not know our beloved and departed members, Dick and Jeanie Collins, this will tell you about them and describe how wonderful these two people were. Jeanie died May 2016. During the fund raising for building the museum, they graciously donated Hewlett Packard stock that was cashed in for \$26,365. After Dick died in August 2018, their estate donated \$236,874 to Swift. When the estate was finalized Swift got \$1,473 more for a total of \$264,712. The following is from "A Hunger For The Sky" by Sparky Barnes, my memory, and Gerry Mahoney.

Jean Elizabeth Cryor Collins was born June 14, 1930 in Spokane, WA. Her family had a cabin at Spirit Lake, ID where she spent lots of time also. From early childhood she knew

that flying would be a part of her life. Growing up she made model airplanes and although she did not play with dolls, she made doll clothes after her Mother and Grandmother taught her to sew. This explains her love for quilting all her life for which she won many quilting awards over the years. She had her first flight lesson at age 15 for \$10/hr that her parents paid for and drove her 30 miles to the airport in Coueur d'Alene, Idaho. After 9 hrs and 25 min she soloed earning a private pilot license in 1946 in an 80 hp Piper J-5.

At the age of 18 she began working for Nystrom Aviation in Palo Alto, CA which was a repair station/maintenance/distributor for Navions. She would deliver, charter, pick up for repairs, parts department, paint shop, etc. She told me a story about delivering a Navion only to find out the man did not have the money so she went before the Judge in a skirt and bobby sox and

told him she would fly it back home. She and I were at the West Coast Fly-In one year when I saw a Navion ready to land. Asking why I knew about Navions, I told her we had just bought one. She had been saving these beautiful 8x10 glossy publicity photos for years and gave them to me along with all the N numbers of each one she flew which was over **50!** She said one of her best flights was over San Francisco Bay area and that she loved flying the Navion even with 3 dead stick landings.

Photo courtesy of Sparky Barnes



Photo courtesy of Sparky Barnes



Photo courtesy of Sparky Barnes

She was only 19 and the youngest entrant for a Powder Puff Derby from San Diego to Miami in a Cessna 140. In 1997 she participated in a 30<sup>th</sup> Anniversary of The Powder Puff Derby in a Cessna 172 from Palm Springs to Tampa. She was a member of WAI and the Ninety-Nines, a group of women pilots formed years ago.

While at Nystrom she was introduced by Jack Nystrom to Dick Collins who was working as a mechanic for San Carlos Airport about 15 miles away. They were both working on their commercial ticket.

She was part owner of a 1941 Taylorcraft and Dick needed cheaper flying time. He owned a Swift and she needed retractable time. Their flying time soon turned into picnic hops in his Swift. They both got their commercial tickets and their love continued. Dick sold his Swift to finance his B.S. degree in mechanical engineering at Healds College in San Francisco in 1953.



Photo courtesy of Sparky Barnes

Before they got married in 1954 they restored and recovered a 1946 Taylorcraft which they flew for two years. In 1965 they bought and restored Swift 80772 which flew in 1966. It had an 85 hp, and Dick got the STC for a 180 hp Lycoming O-360 engine which they owned until they both died. They made trips across the nation and many visits to Canada and flying north of the Arctic Circle. Gerry Mahoney is now the caretaker of their Swift.



Photo courtesy of Sparky Barnes

Bud asked for her Survival List used during their many trips across the nation and into Canada. At the bottom of their list was a fifth of Chivas Regal. At different fly-ins we would share our scotch.

## Board of Directors

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### Historian

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### Founded by

**Charles E. "Charlie" Nelson**  
1968

Dick was born in Woodland, CA on November 29, 1926. His parents were Dennis and Frieda Collins. He had ratings for single/multi-engine land, commercial, helicopter, flight instructor and A&P mechanic. He worked for NACA (now NASA) for a year, running wind tunnels and then went to work for Hiller Helicopters as a flight test engineer for 11 years. When Hiller moved to Maryland they remained behind so he went into engineering and flight-test consultant and GA accident investigation. Jeanie had her private and commercial. Neither had their Instrument rating by choice saying they just enjoyed flying on beautiful days and saw no need for it.

In 1954 Jeanie was hired as the head of the drafting department of Karr Engineering Corp. She drafted mechanical and electrical drawings as well as artwork for military and commercial instruction manuals. In 1959 nine of them left the company to form Delcon Corp. Dick helped them out by buying stock in their little corporation until they were bought out in the 1960's by Hewlett Packard (thus explaining his early retirement).

During one fly-in Dick told me about his job in the mines. His father was a prospector/goldminer and at 12 years old his Dad made him light the dynamite fuses and run like the devil to get out. They both joined the Swift Association in the 1970's. Her love for quilting and sewing was put to use by making the headliner for 80772 which shows the plane flying through the blue sky with billowing white cumulus clouds and golden sun.



Photo courtesy of Sparky Barnes



Photo courtesy of Sparky Barnes

She also designed t-shirts, hats, etc. at the Swift Fly-Ins for years at Sutter Creek and Swift Nationals. Jeanie drew a schematic of the Swift landing gear for the Swift Maintenance Manual. She also did handmade Christmas cards which I loved getting each year. What a talented artist! Her passion was quilting as you could tell by all the material and sewing machines when we visited them. Dick had a collection of tools and slide rules. Jeanie added to his slide rule collection on every shopping trip and Bud gave him a pocket one from his GA Tech days.

They settled in Portola Valley, CA where she participated in Wild Life Rescue by adopting owls, squirrels, chipmunks for their backyard. There was always a menagerie around their home. Our daughter met Jeanie at the trash bin in Athens when they both looked up and said they were gathering steak bones for the airport dog!

In 2008 Jeanie received the Gloria Warden Recognition Award for outstanding contributions to Swift and everyone agrees it was well deserved! They both did so much for Swift.



Photo courtesy of Sparky Barnes

Jeanie told Sparky, “When I was young, I loved the freedom of not being in an office - of being able to go and do. I had this horror all my life of getting stuck in an office job as a secretary, and I knew I would just shrivel up and die if I ever did that.” As a small girl those big blue eyes looked toward the big blue sky and she fulfilled her aviation dreams. She and Dick said the best part was joining the Swift Association.

As Jeanie put it...“Friends are the most wonderful thing in the world, That will always be true. Dick and I feel so close to the Swift group; they are neat people and such a cross section too. We have truck drivers to Stanford professors, and everything in between. If we weren’t involved in Swift and our local airport, the only people we’d know would have the same professions that we’ve had, because the people we work with tend to be our social friends. But with the Swift group, we know a diverse bunch. And, we travel all over the country to be with each other. It’s not cheap, it’s not easy, and it’s hard work having this much fun. As someone recently said, it’s the people who make it worthwhile. And, I love the airplane. It’s just the only thing I ever wanted to do, was to fly airplanes.”



What a privilege it has been to know both of them. We appreciate their friendship and the generous contributions they have made to Swift. The world is a better place because of them. Blue skies and tailwinds forever...and don't fight over who gets to fly.

*Sylvia Brown*



## Swift National Fly-in & Convention Report

By Paul Mercandetti

If you haven't heard already, it was necessary to make the difficult decision to cancel the 2020 Swift National Fly-in Convention. I have personally spoke with the Fairfield Inn and cancelled our complete block of rooms.

A lot of thought and effort went into making this decision. Primarily, we know that although things will change and we hope for the better, decisions have to be made on actual facts as we know them to be. We kept postponing the decision as long as possible while giving you and our vendors ample time to plan. I know I'm tired of being cooped up and would like nothing better than to see all of you again. I haven't even seen my own children, grandchildren, and great granddaughter in 7 months. It hurts. Having a family member in our house who is compromised makes us especially cautious.

I want to thank those who have sent emails and texts understanding our decision. All have been positive. It was a tough decision for your Board to make. Your BOD will be meeting again soon to set a date for Swift National 2021.

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### In Memory of Paul Ross

By Karl Johanson

The Swift community lost a long time member and friend February 3rd. Paul was a walking encyclopedia of Swift knowledge and during his 30 plus years associated with the Globe Swift he produced two award winners, resurrecting both from the cemetery of Swifts gone west. His last project was a Piper Cub that he restored along with help from his long-time friend and co-pilot/photographer, Mike LaFrance. Like his Swift projects, the Cub was a perfect rendition and when he sold it, the buyer flew in from Florida with a back pack and cash, paid and departed the same day to fly it back to Florida.

He had an aviation career that started back in the Vietnam war flying Douglas Skyraiders and along the way he also excelled in RC model racing. The apple doesn't fall far from the tree as far as need for speed goes as his son Bill holds the land speed record for 750CC motorcycles at Bonneville (170.856 MPH). Paul was known at Swift meets as the one who joked around and didn't mind entertaining us with his full embrace of costume parties. He has several Swift notable legacies to his credit, one of which was the fiberglass nose cowlings that many Swifter have on their aircraft, the belly tanks (sometimes referred to as kidney tanks) and the Bonanza style wing tips. He worked for Frank Verbeke (lifetime Swift Museum member) at Alturair (they still exist and hold the STCs for the above mentioned Swift mods). Paul assisted Don Bartholomew with sliding canopy prototype fabrication and supported Trio Electronics with autopilot development for the Swift application.

Paul is remembered for winning Best Paint with his Lycoming O-360-powered green and white Swift N2336B known for its San Diego Chargers lightning bolt stripes which he then followed with a second project N3890K and was rewarded with a Champion Custom trophy at the Creve Coeur (St. Louis) Swift Nationals in 2012. Both aircraft now belong to Dana (Gibbs) and David Clark and can be seen at the Texas Red River Swift Wing fly-ins.

My personal favorite memory of Paul that will always bring a smile to my face was hearing from the back of his hangar (full of desirable Swift parts, etc), "Johanson, keep your hands in your pockets".

Additional comments from Frank Verbeke, Pres. Alturair:

*“For the benefit of SMF I would like to add a few words regarding our friend, Paul Ross.*

*In addition to the wonderful work Paul accomplished, with the Swift's and BD-5's, the various turbine and rotary engine configurations Paul created were outstanding. Paul could build with his hands anything his mind conceived without making a drawing.*

*Paul's adherence to STC rules and records insured that all the Swift products produced had FAA traceability and were of top-quality.*

*We miss Paul's contributions and unique personality.”*



**Paul with Swift Firewall**



**Gerry Hampton      Paul Ross      Don Bartholomew**  
**“The Red Shirt Gang”**



**“Cattle Russler” Paul at Westover**

Courtesy of  
General Aviation News  
Online  
Shared by Jim Roberts

## Picture of the Day: Swift over stormy seas

JULY 30, 2020 BY GENERAL AVIATION NEWS STAFF

Jason Fortenbacher submitted this photo and note:

“Owner James Polivka pilots his beautiful 1946 Globe Swift with Roger Weber in the right seat over the Puget Sound on a windy afternoon with white-caps visible below.”

General Aviation News

