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Swift Museum Foundation, Inc.



Volume LIII Issue #1

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Executive Director Report by Scott Anderson

SEASON'S GREETINGS TO ALL!

As 2020 draws to a close, I'm sure most of us will be glad to see it in the rear view mirror.

With that said there is great hope of a much better 2021! Being able to resume some sort of normalcy in our daily lives and our social ones will be very welcomed. Your Board of Directors will begin planning our 2021 National Convention at the next meeting in February. We hope everything will line up for a great event and somewhat make up for not being able to have it this year.

If anyone has any suggestions or ideas regarding activities for the next fly-in, please let us know here at Headquarters. We will pass them on to the fly-in committee. We want to conduct a fun event for you, the members. Your suggestions would be well received by the committee.

We want to thank all the SMF members both old and new for the support of the foundation with your annual dues, parts sales, and donations that keep the lights on and parts on the shelves. We are here to help you keep your airplanes safe and well maintained as well as promote the social aspect of the organization.

We also want to express our best wishes to some of our Swift family that are experiencing some serious health issues. We have been informed that long-time member Bill Kientz of St. Louis, Missouri had to undergo major heart surgery. I spoke to Bill today and he is recovering nicely. We wish him well. In addition, Paul and Sandy Mercandetti's son Colt has been in the hospital. Colt is definitely a fighter and we pray that he will bounce back once again.

**We want to wish our Swift family a very
Merry Christmas, Happy Hanukkah,
and a safe and healthy New Year!**

2020 - 2021

**HOLIDAY
SCHEDULE**

**Christmas/New
Year Closing
Dec. 23 — Jan. 4**

**Inventory Closing
Jan 4 — 8**

We will be onsite for inventory but will not be taking calls. Please leave a message if you have an AOG situation.

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

Chairman's Comments

By Paul Barnett

To quote Robert Burns, "The best laid plans of mice and men often go awry." Needless to say; 2020 has been anything but what we have envisioned for Swift or our personal lives thus far this year. Never having taken up the sport of golf, I would like to borrow a golfer's term and kindly ask for a MULLIGAN.

On a positive note, we have been afforded the opportunity to streamline our daily business activities with the leadership of Scott and the "Can Do Attitude" of Sue to keep the revenue flowing from our Parts Department sales throughout the COVID-19 pandemic; museum visitation has been down due to the statewide order but that's something we can overcome in time; our displays remain fresh due to the conditioned space provided by the hard work of so many volunteers and membership contributions.

With Frog's relentless Giving Campaign and solicitation efforts for donations; Scott's tireless effort to squeeze every salvageable part out every nook and cranny; it's your Board Of Directors' commitment to continue to move the Swift Museum Foundation forward despite the environment.

During this Christmas season, I have personally taken time to think of the many blessings that have been bestowed upon us individually, as an organization, a country and globally. History is being written and I'm so very thankful for being given the opportunity to be a part of it. No, it may not be a scene from the Andy Griffith Show every day, but then again, we have so very much to be thankful for; with medical advancements, technological advancements, communications and the fact that we as SwifTERS have each other.

Pick up the phone, take the time to send a personal note to someone you do not talk to daily or weekly and just reach out; the effort it takes to communicate is minimal whereas the results can be magnificent.

President's Comments

By Jim "Frog" Jones

In the past three newsletters a request was made for members to consider making a year end donation to the SMF. As of September SMF had received donations totaling **\$3,850.00**. Donations received in October is **\$4,450.00**, Total donations received thru November was **\$5075.00**. Donations to date is **\$5,125.00**. Let's see what we can do to keep this growing. December is the time when many people start planning for year end taxes by making donations to their favorite 501(c)3. Donations can be made by check, credit card, stock transfer, or from an IRA in the form of a Qualified Charitable Distribution, QCD. Another way of making a donation is by purchasing one of original factory bricks for yourself or a friend or purchasing replica bricks that will be displayed on the walkway and around the original flag pole base.

A special thank you to all those making donations. (List published in last months newsletter). The only new donor to be added this month is **Daniel Kennedy**, grandson of the late John Kennedy founder of Globe Aircraft Corporation.

Yearend is fast approaching and I know many are reviewing your giving to organizations that are important to you. We hope the Swift Museum Foundation is important enough to add to your end of year donations. **Have a Merry Christmas and a Blessed New Year.**

Formation Committee Report

By Paul Mercandetti

It's time to start thinking about getting your Proficiency Report and Dues in before the end of the year. There is a [new format](#) on flyfast.org, download it and make some copies to keep on hand for you and your buddies. Those of you who have already sent in your reports using the old format — not to worry, I will take care of it. From now on we need to use the updated format please.

Other than that there is not much to report except that I got some nice video of a beautiful black and white Super Swift that I helped deliver to the San Francisco Bay area a couple of years ago. It looks like the new owner, Mark Plaskon, finally learned how to fly. He probably had to get his Dad to teach him as I sure couldn't do anything with him. I guess now he will want to fly formation with us. Nice video Mark, Thanks.

Last month I was trying to get a 4-ship together for a missing man formation. It was a last-minute request and between scheduling problems and mechanicals it looked like I was not going to pull it off. A former Viet Nam helicopter pilot in my veterans' club passed away. As a fellow pilot I wanted to do something for him. I then got the idea to contact our local sheriffs office as they have a Huey and it just seemed appropriate (I had contacted the local Army Guard and they wanted 2 week notice, how was that going to work for a funeral). The Sheriffs Dept. jumped at the chance to honor a veteran. As I joined up on that Huey it dawned on me that I had not been in this position, flying wing on a Huey, in a long, long, long, time. Needless to say, it brought tears to the eyes of the family and friends on the ground. And me too.

If you ever get the chance to fly formation with a helicopter don't forget to stack UP. After the Army I had to retrain myself to stack down when I went back to flying airplanes. *Merry Christmas and check speed, gear down!*

In Memory of James Gabriel "Jim" Fernandez

We are sad to report the loss of long time Swifter and friend Jim Fernandez of Edmonds, Washington. Jim was a talented lover of aviation with a wealth of knowledge and an absolute joy to visit with. He will be greatly missed by all who knew him. Our hearts go out to his wife Linda and his entire family.

We were notified by Mark Holliday of Jim's passing. Thank you Mark for sharing the following details from friends Bob Sigrelman and Gary Crane.

Jim had a massive intracerebral hemorrhage with the symptoms becoming manifest while he was flying his RV4. He somehow was able to get the airplane down (in spite of poor communication with the tower) and to the hangar.

"There was no finer man in my opinion. He was a man of adventure who loved life, but not as much as he loved his wife. He is missed already." *Gary Crane*

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Founded by

Charles E. "Charlie" Nelson
1968

French TV's Swift Movie Submitted by Guillaume Feral

I'm very proud to inform you that the first French TV channel broadcast a TV-movie starring GC-IB s/n 1151 F-AZTN (former N969RG).

The movie is inspired by the story of Dorine Bourneton who became paraplegic after a plane crash.

My contribution consisted in wearing a blonde wig and flying the plane for all aerial shots.

It was a pretty funny experience except when I had to bark at the technicians swarming around my baby and not taking much care of where they stepped. The deputy director ended up hating me for the "time wasted" in handling precautions.

Here are a some pictures of the shooting and the link to the trailer.

https://www.allocine.fr/video/player_gen_cmedia=19590512&cfilm=280489.html



Warm regards from Paris,
Guillaume

Thank you Guillaume, for sharing this great story with us!

Swift Autopilot Submitted by Bill Gass — Swift N3312K

A year ago the STC group agreed to begin the certification process of the Trio Avionics Pro Pilot for Swifts. All we needed to do to get things rolling was have 20 of our members send in a deposit check for \$1,000. These deposits were and remain refundable if the project is terminated for lack of interest. At that same time a member agreed to provide his Swift for the certification process. Well, a year has gone by and I was curious to see how things were coming along. After a call to Jeffery Odum, the project manager at the STC Group, I was surprised to find that only 10 of us had sent in a check and the project was collecting dust on the STC Group's shelf.

Jeffery told me in the meantime they had improved the servos with capstan cable drives in place of the push pull rods. This created a greater range of movement and allows for additional mounting options. This also makes it much easier to design a system that will work on all of the different Swift variants and typically requires substantially less time to install.

The price of the Pro Pilot with capstan servos will be \$6,600. complete. However, if the STC Group gets deposits of 30 or more they will discount the price to \$5,995.

If you are at all interested in one of these amazing autopilots, now is the time to send in your check. Time is running out so do it today! Make your check out & mail to:

STC Group, LLC — 1701 West 5th Street — Oxnard, CA 93030

A Tale of Two Swifts

Submitted by Pete Johnson

My first experience with the Swift came in the Fall of 1946 when I was just 8 years old. My father took delivery of a factory fresh Globe Swift GC-1B, NC 78151, s/n 2151 in Faribault, Minnesota from a family friend and newly established Swift dealer, Al Voegel. Al had recently purchased his own Swift to use as a demonstrator for his new Swift agency and Dad was one of Al's first customers.

I recall many hours in the right seat with Dad from 1946 through the early 1950's when '151 was sold. Numerous local trips and a few cross countries are indelible in my mind.

My Dad has since passed on, but he left me with a desire to own a Swift. By 1991 this desire turned into a compulsion that led me to start a search for his Swift - '151.

After contacting AOPA, the FAA and the Swift Association of Athens, Tennessee I was able to locate the old family Swift. It had been excellently modified and made very valuable. But, to no surprise, it was not currently for sale.

The search continued for a Swift that could be a mirror image of 78151. Months elapsed, hours of phone calls to prospective sellers, inspection trips and countless forms of research took place with the very able assistance of Mark Holliday, Jim Montague and Roy Redman. All of this led to finding an ugly duckling, low-time, straight, undamaged Red & Cream painted sow's ear that promised to become a silk purse.

A deal was made for the purchase and arrangements were made for restoration. Swift NC 78068, s/n 2068 was ferried by Mark Holiday to SwiftWorks in Athens, Tennessee, a shop that is Mecca for the project I had in mind. Numerous Swifts had been modified there in 13 years of operation, but '068 was the first to be brought back to all-original by SwiftWorks.

The most interesting news of all was received after the restoration began. I requested a report from the FAA's Office of Aviation Systems Standards outlining the history of s/n 2068. It contained a document showing that the first owner of 78068 was Al Voegel, my father's friend and the dealer from whom 78151 was purchased. So, here we've gone full-circle. Couldn't get '151 back, but by coincidence, managed to get the very first Faribault Swift back to its home field.

The second owner of NC 78068 is also a family friend here in Faribault, Cliff Lockwood owned this Swift only a short time before transitioning to "faster & heavier". Owner number three took it to Long Island, New York. Owner number four hangared it at DuPage County Airport in Illinois. Mark Holliday, a giant among Swift authorities, was owner number five (for about four months) and returned it to Minnesota where I purchased it.

Written in December 1992, I've been polishing and flying '068 ever since. Swift '151 (s/n 2151) is Bob Nye's N24SE today.

Great Service Great Rates



Robert "Pete" Johnson
Faribault, MN

- Private pilot since 1970
- Purchased first aircraft in 1992



"I purchased my first and only aircraft, GC-1B Swift 78068, in 1992 after a lengthy search.

"Immediately after the purchase, O68 was fully restored back to original. And, also immediately after the purchase, I began my relationship with AUA that continues very favorably to this day."

— Pete Johnson

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