

SWIFT MUSEUM
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2021 Event Schedule

**SMF Board of
Directors Meeting
February 26th
Headquarters**

**Sun-n-Fun
April 13 — 18
Lakeland, FL**

**EAA AirVenture
July 26 — August 1
Oshkosh, WI**

**Red River Swift Wing
TBD
Pecan Plantation, TX**

**West Coast Swift Nat'l.
TBD
Jackson, CA**

Swift Museum Foundation, Inc.



Volume LIII Issue #3

February 2021

Executive Director Report by Scott Anderson

Many thanks to everyone who has been sending in articles for your newsletter. The diversity of topics makes for a more interesting and quality publication. Your participation is the key. Thank you again!

Also, we want to thank everyone who has contributed financially to help keep Swift going this past year. Your generosity and caring means a great deal is so very appreciated!

Our next Board of Directors meeting will be Friday, February 26th. A full report will be provided next month. Hopefully this year we will be able to have our 2021 Convention without Covid interfering. We will keep everyone informed. If you are planning an event please let us know so that we can pass it on the membership. It has been a long, difficult winter for many of our Swift friends. Our thoughts and prayers go out to anyone that has been affected by this winter's wrath being it weather or health related.

FIRST FLIGHT LOG ENTRIES

Jim Roberts asks those who have their Swift's first logbook, to please pass to him the following: date of first flight, log comments, and test pilot's name, if legible. Please send this to jimswift46@comcast.net

President's Comments by Jim "Frog" Jones

As many in our organization have reached "octogenarian" status or are approaching this milestone, we thought it worthwhile to pass along the following information.

My aviation insurance is up for renewal in March. I received a letter from the underwriter that they would renew the coverage for the next year. However, the rate increased by about 33% and a stipulation was added that I must have a licensed and Swift qualified pilot accompany me on each flight. I am 79 years old with about 7,000 hours flight time, 6,500 hours retractable and approximately 4,000 hours in a Swift. My agent went to the insurance market and found coverage for about \$2000.00 without the accompanying pilot. However, the open pilot warranty stated it would cover a licensed Swift qualified pilot between the ages of 20 and 78. This raised a RED FLAG with the age specification. I had previously talked with Steve Wilson who is over 80 and insured with AVEMCO. I contacted AVEMCO asked for a quote, the pilot information was taken. I asked if AVEMCO stopped offering coverage at a certain age. I was told they do not age discriminate and have coverage on pilots over 90. The rate was about twice what I had previously paid, however, I have coverage and can continue to fly the Swift." **Price is important only in the absence of value**". It appears some aviation insurance underwriters are age discriminating. If you are healthy and want to continue to fly you might want to consider asking your aviation insurance agent if the underwriter is not offering coverage at a certain age. Some information I have received is some underwriters are not offering new coverage on age 72 and older.

A sincere thank you to those making donations, the current amount raised is \$7,753.00.

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

"The Globe Beam Magazine"**Chronicles of the Globe Aircraft Corporation in the War Years**

by Jim Roberts

Introduction – Meet "The Globe Beam"

1-18-21

One of the advantages of volunteering at Swift HQ, as Forrest Gump would say, is "You never know what you're going to get." Last Fall I was helping Scott Anderson and Paul Mercandetti sort and clean out items in the old museum hangar. To take a break from the dust stirred up from our moving about various parts and pieces of aircraft and tooling, I decided to work for a while in the "back office" of the hangar, a small room full of bookshelves, cabinets, and boxes of ephemera.

While sorting through one box, I came across a thick leather-bound collection of "Globe Beam" magazines from August 1942 through November 1944. The volumes, twenty-two issues in all, are the size of a present-day EAA "Sport Aviation" magazine, and about 15-20 pages each. Featuring color front and back covers, this "in-house" publication chronicled life at Globe Aircraft during the war years.

As a brief history lesson, in early 1941 Globe's president, John Kennedy, reorganized the defunct Bennett Aircraft Corporation into the new Globe Aircraft Corporation. The factory was in Saginaw, TX, north of present-day Meacham Field and Fort Worth. Work proceeded apace, and a few months after the attack on Pearl Harbor, the "Swift" GC-1A, serial number 2 was certified on March 25, 1942.

As America entered the global conflict, manufacturers soon shifted to war production and Globe pitched in, securing a contract to build 600 Beechcraft AT-10's, a twin-engine trainer for the Army Air Corps. The "Swift" was temporarily grounded as efforts turned to winning the war, and it is this story that is told so well in those twenty-two issues.

Each volume of "The Globe Beam" is a treasure trove of history chronicling the production of the AT-10, its sub-assemblies, and other projects, along with stories on current military topics and life in war-time America. There are articles on car-pooling, ride-swapping, blood drives, bond drives, and recycling. Most issues contain an "Armed Services Honor Roll" listing former Globe employees serving in the military. Want to read a Christmas message to Globe employees from General MacArthur? It's in there!

A monthly feature titled "Around the Globe" conveys news from the various company departments... Production, Tool Planning, Plant Engineering, Receiving and Shipping, Personnel, Engineering, Inspection, and others. The "sports section" covers the exploits of the Globe athletic teams, the "Basketeers," (basketball), the "Globettes," (ladies' softball and bowling), and the "Globe Left-Handers," (men's bowling).

The magazines are alive with priceless photos, including some classic shots of our beloved "Swift." These photos illustrate, in the words of John Kennedy, "Globe's Victory Program." So, join me over the next several months, as we investigate our "Swift" heritage.

(R) — Front cover of the January-February 1943 issue, featuring the AT-10 aircraft, and a photo of test pilot Ted Yarbrough and John Kennedy.





(L) Back cover, May 1943,

(R) Front cover, June 1943.

The back covers always featured motivational posters characteristic of the war period. Front cover shows an AT-10 in flight.

Swift National Fly-in and Convention by Paul Mercandetti

It's that time of year to start making plans again. Yes. We are going ahead with plans for a convention in Athens, Sept 29th thru October 3rd. Of course, like everything else these days, it will be subject to change. The military taught me to "Adapt and Overcome".

First up on the agenda this year is Sun-N-Fun April 13 —18. SNF event planners are saying it is a GO at this time. I heard from John Drago and he is securing a spot for us in the type club tent again this year. As this event comes so early in the year and vaccines are not yet widely disseminated this could still be a problem for us as a Swift sanctioned event. Of course, there will be many Swifters who will attend. I'm just not sure we can support this event as a group. We will need enough people in attendance to man the tent. Watch closely on this one. Other than last year, I have not missed SNF as far back as I can remember.

Not to belittle any aviation event, the next major one on the list for us is EAA AirVenture Oshkosh July 26 — August 1. As a Swift event I am comfortable to be in support of this event at this time, as I feel by then we will have a better handle on this pandemic stuff.

Both the Red River and West Coast wings are planning to hold their events later in the year as well but I don't have any definitive dates as yet. If you do go to any events please be respectful of local ordinances in terms of mask wearing and social distancing.

Formation Committee Report by Paul Mercandetti

We are gearing up for 2021. So far I have 9 people who have sent in their proficiency reports and dues for this year. Please take the time to fly with someone and fill out a report. Stay current.... It's easier than having to go through the hassle of scheduling another check-ride. Remember, send your report and dues to SMF, they will deposit the dues and forward the report to me and I will mail the card out to you. You can download the form off the flyfast.org website. Print out several and keep them in your airplane or hangar, your wingman is going to need one also. Please note that on the new form there is a block to be initialed by each wingman and lead. If you are a lead you should endorse your wingman but not yourself. If there are two leads in the flight they can endorse each other if they each acted as lead in the flight and briefings. Endorsers then sign the grey block at the bottom (you may leave the FAST/QUAL space open as we do not use back-seaters unless you use a different type aircraft).

I'm going through the manuals now comparing ours to the FAST manual but it is a slow tedious process. I hate paperwork. Hopefully I'll be done before October and we can talk about it at Swift Nationals. Till then... Checkspeedgeardown,

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Charles E. "Charlie" Nelson
1968

I Could Never Be So Lucky Again — Part 2

A new Swift pilot overcomes a catastrophic in-flight oil leak — By Douglas B. Evans

Both of my grandfathers were pilots in World War II. One grandfather was a B-24 pilot who rarely said much about his aviation experience after the war, but with a grandson who started life flying old tailwheel airplanes off a grass strip as a teenager, he offered an insight which flies with me long after his passing. “Listen closely to the old heads. Shepherd those who come in behind you. Watch over your buddies. Never stop learning.”

In that spirit, I humbly offer these lessons learned, or in the words of every great instructor who had a hand in my development as an aviator- “Why don’t you tell me how you thought that ride went?”

Here, in no particular order, are key lessons I learned and others I re-learned:

Planning a route, even a sight seeing route, using runways as waypoints is a solid practice. You never know when you might need one. If there isn’t an airport or private airstrip available, use Google Maps to select large suitable fields which aren’t readily apparent on the VFR sectional. If possible, minimize your transit time over areas like water, dense woods, or rugged terrain. It likely will make for a less direct route but adding 5 or 7 minutes to a flight plan, but may, in the case of an emergency, add years to your life. In my situation, flying over the rugged Texas hill country, it was the difference between landing with a reusable airplane as opposed to hauling it off to the Swift Museum Foundation for parts. One more thought on selecting runways. The FAA is on a push to remove from the database private runways which are not actively updated by their owners. Over 3,000 runways are in risk of being purged. I have already noticed some have been removed from Texas charts. If you have a private runway, be sure to keep it actively registered. If you know your local area has private runways, mark them on your chart just in case they get purged. I was lucky to be able to land on a private strip.

When confronted with an emergency, recognize the “Startle Factor” is real and can often be insidious. Embrace it. Then let go as soon as possible. There is no way I know of to train yourself in lessening the impact when something goes badly wrong. It is simply a result of how we are created and more so, wired to react. What you do or don’t do in those precious seconds will determine the rest of your days. What’s a good start? Remembering the mantra drilled into us at the outset of our pilot training: “Maintain aircraft control (which includes pointing the airplane in a safe direction). Analyze the situation. Take corrective action. Land as soon as conditions permit.” Accepting the startle factor allows one to embrace that something dreaded or unforeseen just happened. Starting work on a plan to get down safely- even if it is not where you want to go- is not only your best option, it may be your only option. In my case I spent 3 or 4 valuable minutes flying away from my nearest emergency airport while I tried to reconcile why on earth my son had small drops of oil on his hands. I was doing a beautiful job maintaining aircraft control at the outset of the emergency, however I was slow to accept I should be actively navigating to a suitable piece of concrete, or clear and flat terra firma, as I analyzed the situation and formulated a plan. Looking back from the comfort of my zero ground speed, zero altitude couch, I shudder to think what could have happened had I spent another 90 seconds flying west when I should have been flying east. That’s evidence of the magnitude of the effect the startle factor can have on anyone to include this 37 year, 15,000 hour pilot.

Make your passenger a co-pilot and give him or her clearly defined duties. In my situation I was blessed with a passenger who is also a student pilot and a college engineering student. He understands airplanes and engines far better than many other people who have flown with me. His inputs helped me make better decisions more quickly. Had I been flying with my wife, a less experienced passenger and not a pilot, it would have been far less easy and much more uncomfortable. Still, I would have empowered her to keep me honest on the airspeed and call out trends on the oil pressure. She can also remind me to run the before landing checklist and read it aloud if needed. In any situation aloft, find a way to expand your team. This begins before takeoff, not after the emergency has started. Give your right seater an active role in your flight. It will help them help you. People naturally want to help one another. My three biggest requests of my passenger is airspeed, traffic, and landing gear. I was lucky. Zach knew enough to be helpful but not so much to be overly alarmed. I am glad it wasn’t a first time passenger sitting beside me that day or I likely would have been as nervous as a long tailed cat at a rocking chair convention.

Never assume the oil leak you know about in the chocks is the same oil leak causing you trouble at altitude. Sometimes the strength of an idea works against you and keeps you from seeing the bigger picture. Initially I was slow to embrace that the oil I was seeing could be the result of a more serious problem which had developed after

takeoff. I once had an instructor offer the technique of asking yourself aloud “What am I missing?” even if you don’t think you are missing something. It sounds odd but it works. Pilots tend to get myopically focused on a concept, a plan, a gauge, a patch of ground they see out the window they expect to be the turn point or intended airport. Remember to mentally look for the “El Photo Grande,” the big picture. This happens best with both a visual and mental scan of the situation which starts with stepping back. Perhaps you’ve heard of the instrument panel or the iPad in your hand being called “The Brain Sucking Device.” The closer you get, the less of the big picture you see. In my situation I temporarily lost the big picture. I was desensitized by a known nuisance oil leak. Once I was able to free my mind from the idea there could be another issue involving the oil system, I was only then able to begin taking appropriate action.

Which bucket are you in? There are two types of abnormal events faced by pilots. The first falls into the bucket which has ample time to solve. The other type of problem falls into a bucket where one has no time to ponder and requires immediate action. In my situation I initially believed I had a small oil leak and therefore had ample time to make it home. I had been airborne roughly 15 minutes when the leak was discovered, so in my mind, geographically I was close to home. When the oil pressure started to fall off, I immediately recognized this was a no time emergency. Although I was just 30 miles from home, the distance instantly became an eternity. Clearly I had to land ASAP. The key here is not necessarily identifying the right time bucket at the outset. We pilots are inherently mistake prone under pressure and the startle factor adds to the fog. Good pilots must remember that any unusual situation is just that, and embrace the idea a land ASAP scenario might be unexpectedly revealed. You’ve heard it said- “Improvise. Adapt. Overcome.” Be flexible. Consider changing the plan as events develop, when more information is uncovered, or your mind begins to clear and better processes what has happened. Being ready is having a plan. My route of flight started with planning a local flight using available airports. This paid big dividends. Realize the initial startle factor can often be the smaller of the epiphanies brought by the second startle factor which often is delayed until you have more time to analyze the situation. Very often the second startle factor hits like a sledgehammer. My light bulb moment was the falling oil pressure gauge. Very thankfully my son was the first to notice it. In my many years of flying I have strived to plan the perfect flight and fly the perfect plan. And every good plan has an emergency backup. Bottom line- recognize your mind was made foggy to begin with by the startle factor at the start of the event and give yourself permission to change or modify your plan according to the time bucket you are in.

When in an emergency, don’t be overly regimented to “try to make it look like what you always do.” While this is a good goal, it’s not always a practical plan. I arrived at my intended emergency airport in a very high energy state. If I had decided to fly a normal pattern to land into the wind, I may have come up short of the runway. As the situation unfolds, look closely for what is available in the margins and embrace the limits of the borders. The next time you train for engine out landings, resist negative training by always flying to the same runway at the same airport.

Practice makes better. When was the last time you practiced engine out landings? For me it had been about 10 months since I flew with my instructor during my initial Swift check out. The day I needed perfect execution of an engine out pattern I blundered somewhat by putting down the flaps too early. Why? I was rusty. Thankfully I had power available all the way to landing in my situation, but I was flying as though my engine would quit at any moment and had it at idle to delay impending failure. The approach was complicated by landing downwind, beginning with strong winds at altitude and starting off in a high energy state. Reflecting on it I realized I had not practiced engine out landings recently, more so, I have never practiced engine out landings downwind. I suppose a bleacher section full of instructors and insurance agents would weigh in against this type of training from a risk management standpoint, and they might be right to do so, but the real world rarely fits neatly into how we train. Of course before you broaden your horizons and hone your skill set, please make sure you have an instructor or a very competent safety pilot.

There is no such thing as an emergency takeoff. Well, maybe there is if you are on an island and the volcano just blew. My point is this— never rush yourself into the air. The day of my event started off with unseasonably low overnight temperatures. I knew this was a threat so I planned extra time to warm the engine properly. During that time I made use of my time. How? As I was parked in the run up pad idling, I reviewed my engine out procedures, mentally going through the steps and physically touching everything in the cockpit- starting first with moving the yoke (aggressive push forward to lower the nose) followed by referencing 90 MPH on the airspeed indicator (I reach forward and touch the “90” hash mark for emphasis), then the subsequent emergency actions step by step- until it was smooth and automatic. This occurred to me when the first run through wasn’t as easy as I remembered. Did this review help me during my event? Absolutely. In an odd way, the cold weather was a lucky break—it slowed me down.

When you make a mistake, don't dwell. Immediately correct. Often flying is like the game of golf. Your next shot is determined by your previous shot. You may not have put the airplane in an energy state or position exactly as you had intended, stay in the game and keep working back to the middle of the fairway. In my situation I extended the flaps too early. I was quick to recognize this and quicker still to retract them.

Leave yourself options and give yourself permission to change the plan. I really wanted to "just get home and deal with this generator leak there." As Silver Wings Airpark was just about to pass under the nose and Fredericksburg Municipal was coming into view- "only 10 minutes away"- I thought about all the dead pilots I have read about who over flew a perfectly good airport for less than perfectly good reasons. As if on cue, my son's announcement that oil pressure was starting to drop made it easy to kill the "get-home-itis" welling up in me. Imagine my shock after landing when we discovered that my assumption the leaking generator was to blame was not the issue. Rather, the torn fiber gasket had allowed 5 quarts of oil to escape in mere minutes. That day, Fredericksburg, Texas, was as far as Athens, Tennessee. I was lucky the oil pressure gauge demanded immediate action at just the right time.

What's luck have to do with it? Jimmy Doolittle was the master of the calculated risk. I find it fascinating that his autobiography, the title of which I am borrowing for this report, acknowledges that luck is a force stronger than gravity and as unpredictable as the weather. Many wise people, such as my old baseball coach, consider luck to be the intersection of preparation and opportunity. As pilots, does anything we do rely solely on luck? Certainly not. But we should all recognize that when fate is the hunter- in this case a problem prone design on the Tempest oil filter adapter- we must be prepared to identify and mitigate risk long before we step into the cockpit. We must calculate for ourselves how much risk we can comfortably accept in light of our experience, skills, weather conditions, ever changing current proficiency level and training. Is flying over the gnarled Texas Hill Country a foolish proposition or is making a game of seeking out ranch air strips cut into the valleys and perched on mesas within this ruggedly beautiful region a far better calculated risk? The only way to make flying 100% safe is to not fly. Aviation pioneers like Jimmy Doolittle survived to fly another day because they identified and mitigated risk. Never confuse that with luck.

Don't be a gambler. Never rely on your luck because luck always runs out.

Finally, some things just cannot be explained. As an old USAF Flight Safety Accident Investigator, I have seen a great many outcomes from a variety of in-flight events. Some pilots did everything right and did not survive. Others made every mistake possible and yet somehow came home. What made the difference? I truly do not know. But I will say this- although one thing went very wrong during my flight, many things went perfectly right that day.

I could never be so lucky again. Consider...Had my son not been with me, and had he not thought to look at his watch, I probably would not have noticed the oil in the cockpit because it was pooling on his side via the cabin air vent. Did I mention I nearly flew solo the previous day but decided to save the gas money for a flight with my son? Zach's discovery was just in the nick of time for early recognition which facilitated the best possible outcome.

A hundred dollar hamburger nearly became a priceless meal. Originally we had planned to fly direct to an airport diner 45 minutes away. Just before climbing into the Swift, my son and I raided the hangar snack basket I only restocked just the day before. We then decided to fly local and eat local. Had I disregarded my technique of flying airport to airport and gave into my hunger to save a few minutes so as to be first in line, we both would have been very late for lunch.

In aviation, almost broken is sometimes worse than being completely broken. The old joke told over and over again in my Air Force flying days was that if you are up against something you don't know quite what to do about, just wait. Eventually every malfunction becomes "Boldface," thus a critical action, memorized procedure. Then you will know what to do. In my situation there was a long moment where I should have made a quick decision to land ASAP. The conundrum was the engine appeared to be behaving as though it was the tolerable oil leak I assumed was coming from the generator. When the oil pressure started to fade, it did so very thankfully right over my best emergency airport. Had it happened half way between Silver Wings and Fredericksburg, Globe Swift serial number 389 would have been struck from the books and perhaps along with it, my son and I.

Ernest Gann, the famous aviation author, gave us many incredible stories wrapped in the definitive book on aviation entitled "Fate is the Hunter." While it is true that despite a pilot's best efforts to identify and mitigate risk, sometimes catastrophe is an unavoidable fate.

Does every pilot truly understand this? To me, this naturally asks one to consider relying upon a higher power. I certainly do. I once saw a church sign which read, "If God is your co-pilot, switch seats." So true. As a man of great faith, I must not only be grateful for the many favorable things going my way that flight, I must also give credit to the spiritual compass which guides me every day both in and out of the cockpit.

Not long after my landing, as I was pushing the Swift three quarters of a mile up a sloped taxiway to the A&P shop on the field wondering what this was going to cost to repair, I looked up to deep blue sky in exasperation and asked aloud in a moment of total frustration, "Why did this have to happen?" At the time it seemed a silly question to ask, and I wish you could have seen the look on my son's face when I did, but it was a necessary one as the magnitude of what just happened began to grip me.

With time and perspective I have a very good answer- this happened so other pilots can be made aware of the problematic Stratus Tool Technologies, aka Tempest Aero Group, aka F&M Enterprises oil filter adapter design and learn from my event. Some things I did right. Some things I did wrong. But in the end, I couldn't hope for a better outcome.

In the prologue to the USAF publication "The Road to Wings," a book about student pilots learning to fly jet aircraft, is one of the best quotations I have read about the brotherhood of aviators:

"We should all bear one thing in mind when we talk about a troop who rode one in. He called upon the sum of his knowledge and made a judgment. He believed in it so strongly that he knowingly bet his life on it. The fact that he was mistaken in his judgment is a tragedy, not stupidity. Every supervisor and contemporary who ever spoke to him had an opportunity to influence his judgment. So a little bit of all of us goes in with every troop we lose." - Anonymous

When I started Air Force pilot training, an old pilot who I think was a Colonel with grey hair and the highly coveted, much sought after, star and wreath on his silver wings, addressed my class. He told us 2nd Lieutenants we were being issued two bags in addition to all the flight gear and fat books and technical manuals we just signed for. One was a "Luck Bag." It was completely full. The other was a "Clue Bag." It was completely empty. Our challenge was to fill the Clue Bag before our Luck Bag ran out. He was introducing the concept, the craft, the pursuit of the art of Airmanship. The wings he wore were a symbol of his pilot qualification. The star and wreath later added symbolized the levels of airmanship we should all strive to attain.

In putting these thoughts down for your consideration, I fully realize I am still acquiring airmanship. Sometimes it is fun and easy. Other times it involves falling, thankfully safely in my event, out of the clear blue sky I boldly trespassed.

The Swift has taught me a great deal about a great many things I most value- people and pilots chief amongst them.

What unique experience have you encountered which you can pass along to someone else who might one day need it? What have you done right because you know what someone else tried which was wrong? Everyone has a hand in your airmanship and you have a responsibility to pay forward what someone has poured into you. As a new Swift owner, I am the beneficiary of the vast collective knowledge and experience gathered over the 75 years this great airplane has taken to the skies. Special thanks to Paul Mercandetti, my friend and instructor, who taught me that there are tail-wheel pilots and there are Swift pilots. Thanks also to all of you Swifters who have written an article for the Swift Museum Foundation, Saginaw Wings, the Red River Swift Wing, the West Coast Swifters, asked a question or shared a discovery published by Jim Montague, spent time with me personally at a Swift gathering or answered a phone call from a stranger with a caller ID belonging to some guy in Texas.

A little of all of you was with me that day.

I've been flying airplanes since 1983, first taking flight from a grass airstrip in an Aeronca Champ. I've flown a vast array of airplanes, big and small, slow and fast, to and from destinations across the globe. Through it all I have seen and experienced things most people never will. Some flights have been just another unremarkable logbook entry. Others are as fresh as this morning you were blessed to wake up to. I've seen my share of trouble aloft. This event ranks high on the list of memorable, and dire, emergencies. After I landed my first call was to my wife who dryly quipped, "Time to up your life insurance." A close friend said this- "Good job. Now you are sure of what you capable of." Another said what I really needed to hear- "Get back on the horse." — Truly I could never be so lucky again.

AirCorps Library Membership Update

In 2017 the Swift Museum Foundation partnered with **AirCorps Library** (a division of AirCorps Aviation) to digitize the archive of technical data held at the SMF archive in Athens. The effort took almost 200 hours to complete, and ended with upwards of 4,000 original drawings and change orders being digitized, along with Swift newsletters from the 1940s, and the serial number folders for every Swift ever manufactured! [Click here](#) to read the full story.

The goal of this project was not only preservation, but also access. As we look to the future it is important to provide the drawings and manuals for the Swift in a way that younger generations understand and appreciate. Our partnership with AirCorps Library does just that! Every drawing, manual, change order, and serial number file that was digitized in 2017 is currently available via the AirCorps Library site to active SMF members for a small fee.

Use your current Swift member number to sign up for AirCorps Library today. Visit their website at: www.AirCorpsLibrary.com and choose from either:

\$25 annual membership: access to the complete Swift archive of information

OR

\$60 annual membership: access to the complete Swift archive, plus engineering drawings and manuals for almost 50 additional warbirds

Be sure to use the same email address that is attached to your Swift membership when signing up for AirCorps Library, and don't forget to choose the Swift option in the "type club" area of the register page (this will assure you get the proper discount!):

Are you a member of a participating type club?

Please select from the list below ▼

Please select from the list below

No

I am a member of the Swift Foundation

I am a member of the Howard Aircraft Foundation

I am a member of NATA

I am a registered CAF mechanic/operator

Once a member of AirCorps Library, you have the option to purchase digital downloads of any drawing or manual related to the Swift. 100% of all download fees go directly back to the SMF, so you can get the information you need, and support the museum at the same time!

If you have questions about how to sign up for AirCorps Library, or its benefits, please contact the site manager Ester Aube at: estera@aircorpsaviation.com, or call her direct line: 218-441-5844 (7:30 to 5:00 CST Monday through Thursday)