

SWIFT MUSEUM
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2021 Event Schedule

West Coast Swift Nat'l.
Sept. 23 — 26
Jackson, CA

**Swift National
Fly-in & Convention**
Sept. 29 — Oct. 3
Athens, TN

Red River Swift Wing
TBD
Pecan Plantation, TX

Swift Museum Foundation, Inc.



Volume LIII Issue #9

August 2021

Executive Director's Report by Scott Anderson

Four weeks and counting until Swift National 2021!

We have received the Swift donation from Dan Moroney. It appears very straight and under the peeling paint, the skins look as though they would polish very well. The aircraft has some of the old Corbin mods but other than that is quite original. We also have the Frank Darius Swift donation here. Both are definitely projects but could be returned to flying condition with the right new caretaker. SMF is offering either of these airplanes to the membership for a very reasonable price. We would like to see someone save these Swifts rather than part them out. Both are later Temco models and are mostly complete. If you are interested, contact Headquarters for more details or if possible visit us here in Athens for a personal inspection. Support your SMF and save a Swift!

The Globe Replica Brick program has broken ground. We have finally received enough bricks to begin the installation of them outside the Museum next to the Globe Factory flagpole. This is an opportunity to have a brick, personalized by you, placed permanently at Swift Headquarters. The 4"x 8" brick is \$150.00 and the 8"x 8" brick is \$300.00. These are laser engraved and a very high quality product that will last for decades to come. This is a very affordable way to show your support for your Museum. If you haven't gotten a brick yet or would wish to add another to the display, contact Headquarters and we will send you an order form for you to fill out with your personal message. Also, there are still a few of the original Globe Factory bricks left. If you would like one of those,



time is running out. With the Holidays right around the corner, remember these make great gift ideas too.

Thank you for supporting your Swift Museum Foundation!

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

Oshkosh 2021 is behind us with about 18 Swifts in attendance. Swifts did not have group parking as we have had in past years. Most who arrived by Swift were very dissatisfied about the parking arrangements. Rather than dwell on the negative of parking, it was communicated that the fellowship and fun was more important. The Swift Forum was held on Tuesday morning in the VAA Type Club Building and was very well attended. Barbara Wilson made reservations for the Swift Dinner on Tuesday evening at Primo's with about 60 Swift-er's in attendance. A special thank you to Barb for making these arrangements.

Swift National 2021 is still on track, the Comfort Inn rooms reserved for Swift have been filled and I heard Paul Mercandetti has asked for additional rooms for our group. If you cannot get a room at the Comfort Inn there are other accommodations available close by. As this is the **75th Anniversary of the certification of the Swift** there are hopes of having 75 Swifts in attendance.

A **Silent Auction Fundraiser** will once again be held during Swift National. Time was spent at Oshkosh following up with previous donors of product or gift certificate's. These donors will continue to support our fundraising efforts. I am sending out emails to verify their support and getting a list of the items that will be in the silent auction. I look forward to seeing you at Swift National.

Swift Formation Committee Report

by Paul Mercandetti

Yes. We did have FAST BOD and Check Pilot meetings at OSH. Sandy and I as well as Stan Price, Jim Roberts, and Don Abbott were in attendance to represent the Swift Museum Foundation and you.

The big elephant in the room at this meeting was once again...the FAA. They dropped a bombshell on the airshow community 2 weeks before OSH with respect to conducting training in experimental aircraft. Now requiring a LODA (Letter of Deviation Authorization) which threatened to cancel many of the airshow performers. Fortunately for us, the impact is minimal and only affects our T-35's (or your Swift if you have moved it into the experimental category). The LODA is required for the type aircraft and or the instructor in that specific type aircraft. For any of you CFI's out there thinking about doing training in an experimental aircraft, **YOU WILL NEED A LODA**. At this years OSH airshow an FAA inspector wanted to see a card with 8900 info on it, so, FAST is formulating an airshow card with 8900 info to present to authorities when you sign up to perform at an airshow. Remember, all your forms can be accessed through the flyfast.org website. **STAY CURRENT**, fly and fill out your forms. There is no extension on currency due to Covid. Flight leads need to review all items required in your briefings, be fluent and professional in your briefing. Use your checklist.

Checkspeedgeardown

Swift National Fly-in and Convention by Paul Mercandetti

We are on track for a great get together this year. I've increased the block of rooms at the hotel and I believe it's full again as of this writing. There are still some rooms available outside the block and they may or may not offer the same rate. If you have a problem booking a room contact me. We can use the Fairfield Inn (423-507-0870) across the street as an alternate hotel.

We received the shirt and hat orders in last week and I think you will like this years logo, it represents our 75th year theme very well. Jim Roberts has lined up someone to do transponder/pitot-static checks on Friday at a great price (information below).

It's not too late to make suggestions for forums or flying activities. It's your convention, I work for you! Jim Roberts made a great suggestion for our fly-out that I think will work well. We will be joining an EAA chapter for Breakfast on Saturday morning at MOR (Morristown) about a 30 minute flight from MMI. (Please return to MMI for lunch as we need to support our food truck.) This will be a great way to show off our Swifts and show what an active Type Club we are.

We need to keep thinking of ways to increase our membership as our older members retire. Also, increasing interest in our airplanes will help maintain their value. See You in September!

TRANSPONDER AND PITOT-STATIC CHECKS AT SWIFT NATIONAL 2021

On Friday, members can get transponder and pitot-static checks done between 9:00 AM and 4:30 PM.

Charge for a transponder VFR certification is \$85 for mode C or \$100 for Mode S. Allow 30 minutes for this service.

Transponder plus pitot-static IFR certification is \$275 for Mode C or \$300 for Mode S. Takes about 2 hours.

Please bring your aircraft logbook if possible. Otherwise you will receive a sticker. LOGBOOK IS PREFERRED.

Times are weather-dependent, and Saturday is the backup day. The Swift Museum Foundation will receive \$10 per aircraft, so it's a win for all!

If you plan to take advantage of this service please notify Jim Roberts at jimswift46@comcast.net

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Founded by

Charles E. "Charlie" Nelson
1968

Swift Raffle Chairman's Report

By Paul Barnett

~ Help Wanted ~



swiftraffle.com

As of this writing we are only 40 Days away from our Drawing Date....You must be "In It To Win It"

With ONLY 563 Tickets of the 2,500 Available Tickets having sold thus far, it's time for each member to HELP by reaching out to Friends & Family Members. Selling tickets to support OUR Swift Museum Foundation could not be any easier; while the process is easy, it's going to take YOU in order to make the 2021 Raffle a success.

How Can You Help?

- Send a text to your Phone Contacts with swiftraffle.com in the text....all they have to do is CLICK & Enter
- Post the Digital Flyer and QR Code on Social Media
- Talk to friends, do not assume they know we have tickets available For Sale
- Call Swift Headquarters 423-745-9547 for Printed Flyers to post in your local businesses and FBO's
- Send the Digital Flyer and QR Code to contacts within your phone

For those who wish to purchase tickets with Cash or Check, Ticket Information and Payment may be sent to Swift Headquarters, the appropriate information will be entered and ticket information will be emailed....don't forget to provide your email address with payment.

I do hope that each of us will actively engage in promoting Ticket Sales for the 2021 Raffle Campaign. This is by far the greatest source of income for our museum that can directly result in Parts On The Shelves for our beloved Swift.

We have NOT covered the expense of the Grand Prize at this point...we are about 120 tickets away from breaking even.

Sincerely,
Paul S. Barnett

Hydraulic System Maintenance

By Will “Buddy” Kientz

When was the last time you flushed your hydraulic system?

Over the course of this past year it seems that many of us have been finding ourselves giving our airplanes a little bit more TLC than we have previously, which is good! These are aging birds and a lot of our squawks are being fixed through this down time. Even though we're fixing the little things, make sure you stop and think about the maintenance items that should be recurringly addressed. Mechanically, the part that sets the Swift apart from ninety percent or so of all the other small vintage aircraft is the gear. What makes the gear tick is the hydraulic system.

Although your landing gear and brakes may be working just fine, have you stopped and thought about the last time you flushed your system? The W.E. Commings Hydraulic Manual suggests that we flush our hydraulic system once a year. This may be a little bit extreme for some, but if you can't remember when you did it last, it is probably time.

There are two hydraulic reservoirs in the Swift. One for your brakes, and one for your flaps and landing gear. If your brakes feel spongy or mushy, bleeding the brakes may be a quick and easy fix. If you notice that your hydraulic fluid is a yellowish brown color and comes out at the speed of maple syrup, it's time to flush your brake system. Your reservoir for your flap and gear system is a bit more complex with fluid constantly flowing through your lines. Every so often, it is beneficial to check the quantity of your flap/gear reservoir. It is easy to over fill, but it's better to wipe off excess fluid than to be low.

During Covid, I have found myself doing several Swift Ferry Flights and checkouts. Last summer I did a BFR with a local Swifter. I found the pedals be to mushier than I like during our brake check, but still within tolerances. On a landing, I applied equal brake pressure a little more aggressively than during the brake check. This caused the airplane to aggressively yaw to the left. Releasing the left brake pressure and adding a bit of right rudder corrected the issue, but certainly got both of our attentions. While taxiing back, we both applied a more firmer brake check to find the airplane favoring a left yaw with equal pressure on the brakes. We opted to bleed the brakes when we got back and when we did, we found that yellow syrupy congealed brake fluid leaking out. A full brake flush later and we were back in business.

Another example of the hydraulic system giving us problems was during a gear swing while I was in Dallas preparing for a checkout. The mechanics still had the airplane up on jacks and were having difficulty getting the gear past the down lock on the right side. It was acting as if the hydraulic system was pressurizing the down lock preventing gear movement. When we bypassed the downlock, the gear operated normally. After we asked around to several knowledgeable SwifTERS, we finally completely disconnected the hydraulic line from reservoir to the downlock. The mechanics blew out the line and caught a “booger” of old yellow coagulated hydraulic fluid in a rag. Just a small bit of old fluid being blown down stream caused the whole right side of the gear to act up. After flushing the system, everything ran normally.

A few notes to leave with. It may be beneficial to bleed the brakes from top down in order to prevent pushing any old coagulated fluid up into your reservoir. Whenever you do bleed any fluid from your gear, do not forget to actuate the flaps before you check your reservoir.

Happy flying and safe travels!

“The Globe Beam Magazine”
Chronicles of the Globe Aircraft Corporation in the War Years
by Jim Roberts

Part 6 – The “Commando” and “Bobcat” projects

The “Globe Beam” magazine, the in-house publication of Globe Aircraft during WWII, provides priceless insights into life at the Globe factory between 1942 and 1945. This month we’ll look at Globe Aircraft’s subcontracting projects, following the end of AT-10 production.

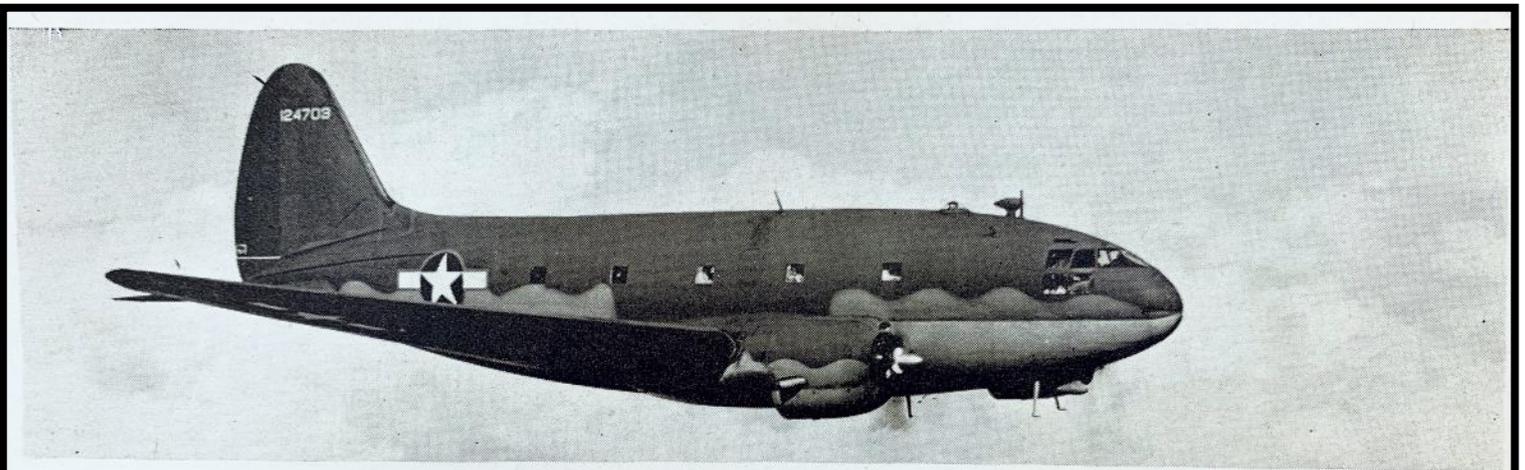
After a production run beginning in February 1942, the final AT-10 aircraft rolled off the assembly line in July 1944. An article that month stated, “History was recorded....on July 29 when the last AT-10 trainer plane was given its final flight test and Globe employees gathered for a ceremony marking the completion of the company’s prime contract ... to build 600 planes.”



SEEING OFF THE LAST ONE

Typical group of final assembly workers and others shown with the last Globe-built AT-10.

Following AT-10 production, Globe workers tackled a new contract; building nose assemblies for the Curtiss-Wright C-46 Commando. According to the Globe Beam, “Many of Globe’s employees skilled in metal work had been converted into wood workers for the AT-10 project, but are now being moved back into metal fabrication jobs on the Commando nose section.” The Commando was the workhorse of the Army Air Transport Command in Indochina, forming three-fourths of the fleet of aircraft maintaining a lifeline into China from India...the dangerous “Hump” operation over the Himalayan Mountains.



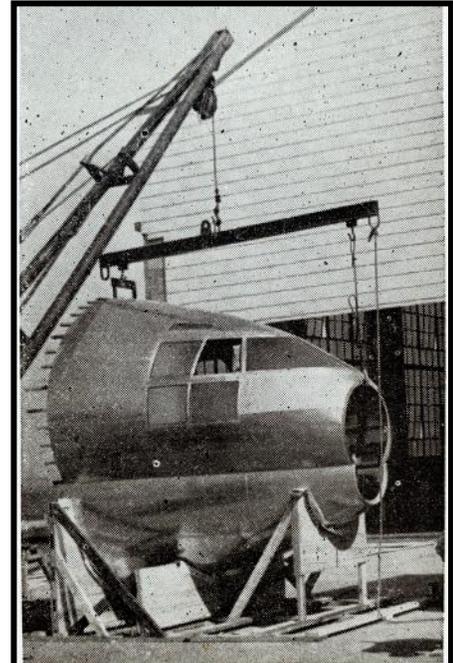
THE COMMANDO IN FLIGHT—A fleet of giant C-46 Commandos, like the one pictured in flight here, is the backbone of the Air Transport Command’s flying freight service between India and China. Commandos make up three-fourths of the sky fleet plying the dangerous Himalayan “Hump” route. Globe Aircraft will build the nose section of this huge transport.

Photo in the May 1944 issue of the Globe Beam



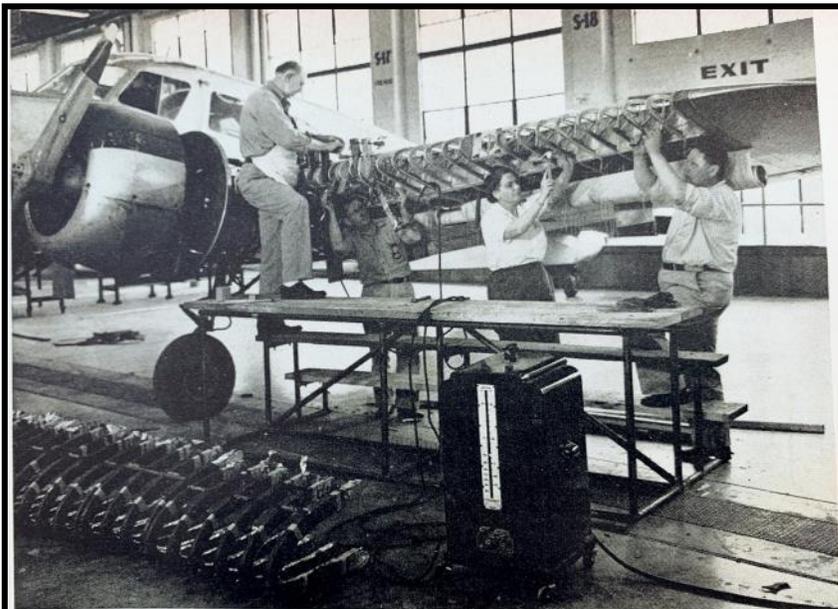
Globe crew at work inside the nose section of a C-46...November 1944

Completed C-46 nose section — November 1944



AMONG THE FIRST—Hoisted into a rack for crating and shipping to a Curtiss-Wright plant is one of the first C-46 nose assemblies produced by Globe Aircraft.

Another substantial contract for Globe was a wing rework project on Cessna AT-17/UC-78 “Bamboo Bombers.” These aircraft were military versions of the commercial Cessna T-50 light transport, employed as twin-engine advanced trainer aircraft; a similar mission as the Beechcraft AT-10 aircraft, six hundred of which had recently been built under subcontract by Globe Aircraft.



WING WORKERS — A typical scene on the rework line for Globe’s AT-17 and UC-78 project. The workers, left to right, are Walter M. Gwyn, Lee A. Ponder, Mrs. Ina B. Johnson and William A. Lane.

“WING WORKERS – A typical scene on the rework line for Globe’s AT-17 and UC-78 project.” July 1944

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July 1944 Cover

According to the Globe Beam the overhaul work consisted of “removal of leading edge skin, making minor repairs and adjustments on the wings when necessary, the addition of five ribs in each wing, plus the replacement of the leading edge plywood skin with a heavier plywood skin, redoping, repainting, and refinishing.”

While work on these projects continued, and against the backdrop of the furious Allied drive into occupied Europe, the July 1944 cover of the Globe Beam made a plea to “Back the Attack with Bonds,” and hinted at better times to come. Next month we will wrap up our series with a look at Globe’s focus on post-war opportunities for the little aircraft we know and love.

FOR SALE - 1946 GC-1B Globe Swift N3378K \$52,000

Continental O-300A, 0 hours since rebuild, machine work and inspection by Tim's Aircraft Engines
Sensenich prop, 0 hours since service by Johnson Propellers
Plane power 50 A Alternator, new supply wiring and all CB's replaced
SkyTec lightweight starter
Bendix S6LN-21 Mags
PS engineering spin-on oil filter plumbed with oil cooler
6 lead Westac CHT
Challenger (K&N) washable air filter
Controllable cowl flap
Rebuilt baffling

New Airtex interior with leather seats and memory foam

Corbin 9 gal belly Aux Tanks

1835 pound gross weight upgrade

Fuselage static air pressure source

Original panel, tach reads the original 2859.44 airframe hours

Nylon column bushings

Leather wrapped yokes

Clean trim

Reskinned slats, flaps, ailerons and vertical stab with spar beef-up

Mode C transponder/UAvionics Tailbeacon ADS-B out

UAvionics Ping buddy wireless ADS-B in

ACR personal locator beacon

I-Fly 720 GPS w/backup battery

Becker com

Yaesu FTA-750 handheld backup com with external antenna

RSI active noise cancelling headsets with rechargeable batteries

PS PM1000 II in dash intercom

Aux audio input, two USB power plugs

Teledyne LED landing/taxi lights and Whelen strobes and LED nav lights

ELI gear with Cleveland brakes

AirOx portable O₂, Electronic CO alarm

Bruce's covers canopy travel cover + lightweight in-hangar dust cover

Books, manuals and history info, owned operated by A&P/Aerospace Engr.



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