

SWIFT MUSEUM
FOUNDATION, INC.
223 COUNTY ROAD 552
ATHENS, TENNESSEE 37303

423-745-9547

EMAIL:
SWIFTMUSEUMFOUNDATION
@AOL.COM

WEB SITE:
SWIFTMUSEUMFOUNDATION
.ORG

MCMINN CO. AIRPORT (KMMI)

Swift Museum Foundation, Inc.



Volume LVI Issue #12

November 2024

Executive Director Report

By Scott Anderson

How do you eat an elephant?...The move into our new Phase 4 building is continuing at a steady pace. This is a massive job to move, organize, and consolidate our extensive salvage parts as well as some of our new parts into this new space. We have also moved the jigs and tooling acquired when we became the Type Certificate holder for the Swift.

Making the most of our space is paramount as this building is on the last of our ground footprint area here at MMI. The old museum building, parts and office building, and the shop area are all slated to be torn down in 2025. After many years of discussion, it is official this time. The funds for new T-hangars (to be built directly across from our facility) have been allocated. This will impact our fly-in parking as we have currently been doing, but we will adapt and make it work.

The good news is that it is great to have everything in one area instead of scattered all over the airport. It's amazing to see the assets that SMF has accumulated over the years. Our Foundation can be very proud of what we have grown into. We have a strong and loyal membership, an incredible facility, and a future that looks bright! Many thanks to the core group working to make this change complete and if you are in the area, stop by and check out your SMF Headquarters. I'm sure you will be impressed!

Thanksgiving is rapidly approaching. Your Board of Directors and Officers of the Swift Museum Foundation want to thank you ALL for your support and wish everyone a safe and Happy Thanksgiving!

The Swift is what has brought us all together, giving us the gift of precious and, in many cases, life-long friendships that are priceless.

Happy Holidays to all!

2024 Holiday Schedule

Thanksgiving
Closed
November 28—29

Christmas—New Year
Close December 23rd
Re-open January 2nd

Consider a
Swift Gift Certificate
This Year!

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
Scott Anderson

National Convention

Paul Mercandetti
Sandy Mercandetti
Scott Anderson

Parts

Steve Wilson
Scott Anderson
Ken Coughlin
Steve Roth

Formation

Paul Mercandetti
Jim Roberts

Building

Roger Weber
Scott Anderson
Paul Barnett

IT/Web

Heather Day

Aging Aircraft

Steve Wilson
Ken Coughlin
Dave Carpenter

From our Archives*By Jim Roberts*

If you remember our old museum hangar, you may recall the small office in a back corner of the building. Here sat four large glass-front cabinets holding several boxes of materials that had accumulated over the years. While recently helping to clean out the old museum, I had the job of sorting through those boxes and relocating some of the items.

A couple of unearthed jewels were an April 1946 issue of "Skyways" magazine, and a March 1950 issue of "Air Trails Pictorial." Both featured photographs and drawings of the Swift, along with pilot reports on the plane. Here are some excerpts from the "Air Trails" report, along with two outstanding illustrations from "Skyways."

In his "Air Trails" article, "We Fly the Temco Swift," author William Winter recounts his visit to Safair, the Piper-Stinson-Swift distributor at Teterboro airport in New Jersey. Reflect on that a moment, and visualize those now-vintage aircraft nestled on the ramp at today's business jet hub across the Hudson river from Manhattan. My, how times change.

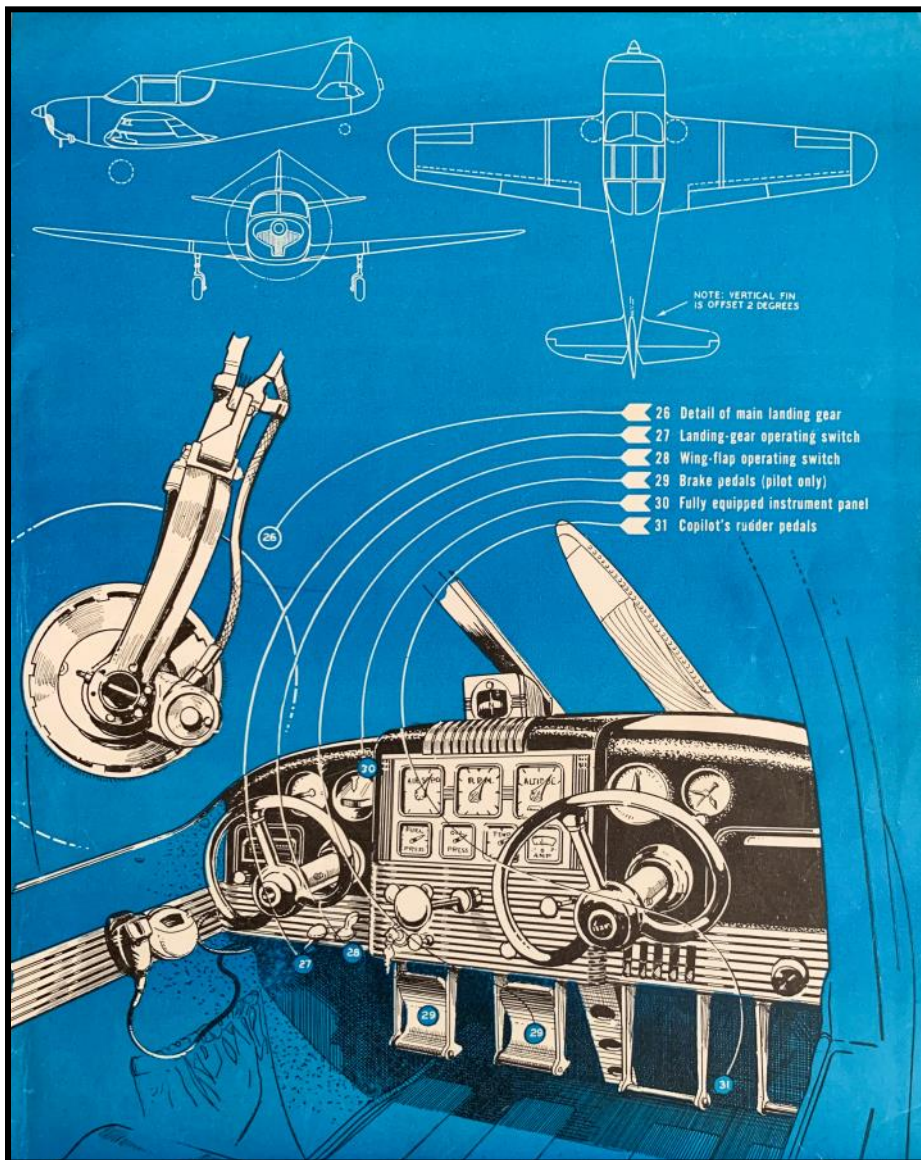
Mr. Winter extolls the virtues of the 125-HP GCI-B Swift, noting, "When the Swift first came out the usual old wives tales quickly labeled it a tricky airplane. In the original 85-hp version, lack of power probably left considerable to be desired. It is obvious now that the 125-hp job quietly has built a reputation for its capabilities. The Temco Swift is something to shout about. Sparkling performance and big-plane features are nicely blended with sound flight characteristics and reasonably simple flying technique in this \$3,685 ship."

He goes on to say that, "If you are a private pilot, you can expect to check out on the Swift in about four hours. Since the Swift is marvelously responsive on the controls, the strange pilot is bothered with overcontrol...Full throttle torque before and up to the 55-mile takeoff is considerable. You have to anticipate torque and use plenty of right rudder as the ship speeds down the runway."

Sound familiar? Note that today it still probably takes about four hours for a thorough checkout. And if you're a "strange pilot," it might take a little longer! As to a stall, Winter says, "If you hold right rudder against torque, the Swift will drop its nose straight through the horizon with wings level. Recovery is normal and prompt. The Swift can be stalled, the wheel held back without attempt at recovery and nothing more will happen than a series of quick mild stalls and recoveries. In its ability to pick up a low wing without causing trouble, the Swift is certainly the equal of anything flying."

Regarding cruise, "The I40 cruise is a sensation to the flivver pilot. Things tear by and checkpoints disappear under the nose in the most unaccustomed fashion. After all, this is more than 50 percent faster than what you ordinarily fly." Describing the landing pattern, Winter relates, "If you make a normal 180 degree approach, you will find that the Swift comes in at a steep angle to maintain glide speed. The flare out is more abrupt, close to the runway and requires finesse. The strange pilot is apt to balloon through overcontrol, and then drop it in for a hard landing. Carrying some throttle after a 90 degree approach, the Swift lands easily and beautifully."

In closing, Mr. Winter states, "As compared with the high cost four-place machines the Swift is relatively inexpensive, yet offers high performance, ruggedness, and economy at a moderate range. What strikes you between the eyes is the significant fact that thousands of private pilots who gave up in boredom would be with us today if they could fly the Swift." I think we would all agree with that last statement.



This beautiful cut-away drawing shows 25 specific features on the Swift. A caption (not shown here) reads: "GLOBE GC I-A SWIFT, Two Place Personal Plane. The Globe Swift, an all-metal, low-wing, two place monoplane, is powered by an 85-hp Continental engine. It cruises at 125 mph at sea level, has a landing speed of 42 mph with flaps, and a range of 750 miles. It has a service ceiling of 14,500 feet."

Board of Directors

Chairman

Paul Barnett
P. O. Box 546
Brookhaven, MS 39602
pbarnett@pbnissan.com

Vice Chairman

Paul Mercandetti
4716 Buffat Mill
Knoxville, TN 37914
mercandettipaul@gmail.com

Scott Anderson

779 Highway 39 East
Athens, TN 37303
swiftmuseumfoundation@aol.com

Norm Fox

1138 Hitchhike Trail
Maryville, TN 37803
norm.fox99@gmail.com

Mark Holliday

P. O. Box 243
Lake Elmo, MN 55042
markh85@aol.com

Jim Roberts

P. O. Box 11744
Knoxville, TN 37939-1744
jimswift46@comcast.net

Sam Swift

580 Harpeth Trace Drive
Nashville, TN 37221
flyboycpa@aol.com

Roger Weber

757 Luscombe Street
Independence, OR 97351
rogermichaelweber@hotmail.com

Steve Wilson

9606 Taxiway Drive
Granbury, TX 76049
stevewilson@aol.com

Executive Director

Scott Anderson

779 Highway 39 East
Athens, TN 37303
swiftmuseumfoundation@aol.com

Honorary President

Jim "Frog" Jones

1061 Devon Drive
Madison, GA 30650
jim@dixie-industrial.com

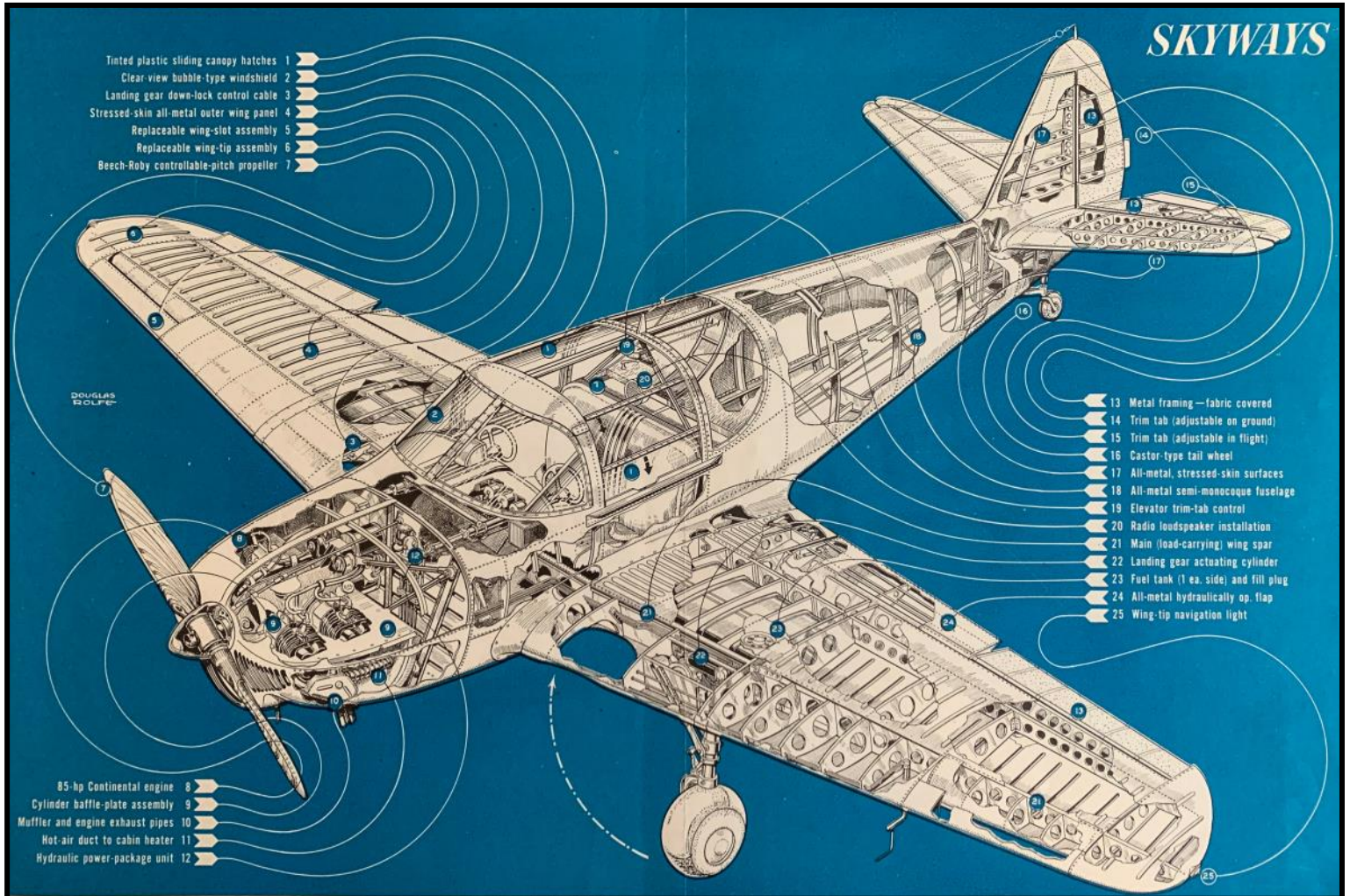
Historian

Jim Roberts

P. O. Box 11744
Knoxville, TN 37939-1744
jimswift46@comcast.net

Founded —1968 by
Charles E. "Charlie" Nelson

The “Skyways” review of the Swift yielded similar comments, and began with a nice look at Globe management and factory operations. We will explore that next month. In the meantime, enjoy these two illustrations from “Skyways,” both drawn by Douglas Rolfe. Note their amazing similarity to the cutaway drawings by Globe employee Eugene Clay, which adorn our favorite “Inside Out” T-shirt.



This drawing shows 6 features, and the caption reads: “Standard equipment on the De luxe model Swift includes two-way radio, an electric starter, and a Beech Roby controllable-pitch propeller. Flaps are actuated by a control on left side of instrument panel. Toe brakes are attached to left control pedals.

“Celebration of Life” For Don Bartholomew

A “Celebration of Life” for Don will be held on Saturday, November 23, beginning at 5 PM at “The Grill Next Door” restaurant (located next to the Gardnerville Post Office. All are welcome.

Looking for That Perfect Christmas Gift Idea?

If you're looking for that perfect gift for the Swifter on your list let us help.
Put a smile on your Swifter's face with a **Swift Gift Certificate!**

We have **Gift Certificates** available in any denomination you want! Your special person can choose from any item we have. Including all parts, clothing items, publications, and more! If you already know what you want, you can place specific orders as well. It's a win either way! Just a note, it couldn't hurt to conveniently leave this page on the counter as a little hint ;)



**More photos from the
West Coast Fly-in
Jackson California**



*Many thanks to
Sparky Barnes
for these great pics!*

Welcome To Our New Members!

Tom Kreiner

Texas

Lori Tribley

Texas

Clyde & Annette Kawasaki

Nevada

Greg & Cody Kroll

Ohio

Bruce Warwick

Canada

Dave James

California

LeRoy Fournier

Texas