

SWIFT MUSEUM
FOUNDATION, INC.
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MCMINN CO. AIRPORT (KMMI)

2025 Event Schedule

Sun-N-Fun
April 1—6
Lakeland, FL

EAA AirVenture
July 21—27
Oshkosh, WI

**2025 Nat'l Championship
Air Races**
September 10—14
Roswell, NM

West Coast Swift Wing
September 18—20
Jackson, CA

Triple Tree
September 22—28
Woodruff, SC

Swift National 2025
October 1—5
Athens, TN

If your Swift group is planning an event this year please let us know so we can include it in the event schedule.

Swift Museum Foundation, Inc.



Volume LVII Issue #4

March 2025

Executive Director Report By Scott Anderson

In last month's newsletter, Jim Roberts contributed an article about the A&P and I.A. mechanics that have helped him in maintaining his Swift over the many years that he has been N78012's caretaker. I would like take a moment and further comment on the amount of work and experience that it takes to become an FAA licensed mechanic. You can attend an FAA approved school, typically two to four years, like getting a college degree, or work under an FAA licensed mechanic to acquire the hours of experience needed to be signed off to take the three written tests, plus the oral and practical tests given by the FAA. Definitely not a quick or easy path, but a reasonable one, to become a person entrusted with the safety of aircraft and the persons piloting or passengers riding in them.

Just ask our Board Chairman, Paul Barnett, who very recently received his A&P license. Paul and I had a conversation after he finished his course at Baker's School of Aeronautics in Lebanon, Tennessee. "It was the hardest thing I have ever done." to quote Paul's experience at the school. That is quite a statement coming from someone with his aviation background.

This achievement doesn't mean that you now know everything. It is still a license to learn. Something all A&P's will continue to do throughout their aviation careers. Paul was fortunate to have a new Swift member, Sophie Huang, who was also attending Baker's at the same time, to be his study buddy. A big congratulations to both who passed the course and received their licenses on the same day!

Any of you that are thinking about getting your own A&P, it will make you a better caretaker of your Swift and open your eyes to the responsibility that comes with it.

On another note, Sophie stopped by our museum after finishing her course at Baker's. She was highly impressed with the facility and the support it offers to Swift members. So impressed that she has placed her deposit on N78310, a project that we have for sale. It will be the perfect learning tool as she exercises her new privileges as an A&P. Sophie was a joy to meet and I believe everyone will enjoy getting to know her as her Swift journey begins!

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

Swift National 2025 Fly-in & Convention

By Paul Mercandetti

Swift National 2025 — October 1—5, 2025

It's time! Start making your plans to be with us for a great time of flying, food, fun, and fellowship! You can now start making reservations at the **Comfort Inn Athens, TN 423-252-8030**. Remember to tell them you are with the **Swift Museum** for the discounted rate of \$110 - \$129 per night depending on the type of room you prefer.

It's still early but plans are coming together. A few members have suggested, since the event is in October, a Bavarian Theme night might be in order. This could be something like the West Coast Swift Wing is famous for at their event. German themed music, food, and costumes... sounds like fun to me so we will try to make it happen. Andreas has offered to bring in his mom again for some authentic German style food. (I hope she knows he volunteered her.) if you would like to dress in costume and have a pair of lederhosen, bring them. It doesn't have to be elaborate.... Just for fun!

We've also had suggestions for a "Tennessee Hillbilly" night with music, East Tennessee fare and costumes if you want. Let us know your thoughts.

I'm still open for other suggestions for a this years logo and Forum ideas. Please me a text with your ideas 508-654-2671.

Can You Identify This Mystery Photo?

Submitted by Jim Roberts

Swift Mystery Photo, taken by Carolyn Roberts during a television program. Can anyone identify the proud young couple and their GC-IA Swift, or the circumstances surrounding the photo?

If so, please reply to swiftmuseumfoundation@aol.com



Swift Formation Committee

By Paul Mercandetti

We are still receiving Proficiency Reports and Formation dues, that's good. We will be adding to our ranks as the season begins. If you have an interest in hosting a clinic somewhere in your neighborhood let me know and I'll try to make it happen. A small number (2-3) is better for getting more done in a short span of time.

Jim Roberts, Sandy, and I will be attending the FAST Board of Directors meeting and Check Pilots meeting at Sun-N-Fun in April and will report anything of significance in the next newsletter. If you have any questions for the Board or Check Pilots drop me a text and I will pass it on.

There has been a disturbing number of aviation accidents lately involving both small and large category aircraft. Be careful out there for your safety and the safety of others. Be alert, we definitely don't want to see another statistic. Not to mention, the negative attention it brings to ourselves and the formation community.

One more thing, Jim Roberts and I do a lot of formation flying to various events. We have often found it necessary to KNOCK IT OFF or modify our arrival when the traffic is heavy. It is not prudent to put yourself in what can quickly become a dangerous situation just for the sake of trying to complete a training flight. It's better to spread out and have 2 heads on a swivel when you are working around civilians (non-formation aircraft). Most do not know what a 360 overhead approach is.

I look forward to seeing you at any upcoming event. If you know of an event we haven't listed, let me know and we'll put it out there for all to enjoy.

Checkspeedgeardownlandingchecklist

2025 West Coast Swift Wing Fly-In

Submitted by Karl Johanson

After looking at numerous options, we have selected the weekend of Sept 18 to Sept 20. This dovetails well with Swift Nationals in Athens, which is now happening in early October. It also avoids conflicts with other regional airshow events.

We hope this schedule will afford the opportunity for our distant members from the east coast, midwest and southern states to attend as well. We were very happy that so many made the trip this past year and look forward to entertaining everyone again this year. Additionally, this date choice enables western states Swifters time to also attend Nationals two weeks later.

Event plans will be announced soon with an early, early birds arrivals option of Wednesday and the usual early bird arrivals on Thursday.

Please email any questions to Karl Johanson at:

swiftpilot@gmail.com or call his cell at: **(619) 548-0435**

Best regards,

Al, Brad, Gerry, Karl and Kyle

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**Founded —1968 by
Charles E. "Charlie" Nelson**

Aircraft Spruce Swift Display *Submitted by Barbara Wilson*

On March 8th, Steve and I met up with Stan Price at the **Grand Opening of the new Aircraft Spruce** location in Roanoke, Texas. While there we visited with fellow Swifters Chuck Miller, Jerry Johnson, Rod Blake, Tom White and his daughter Abby. Stan was honored for donating his 85HP Swift NC80833 and is displayed hanging from the showroom ceiling. These are a few pictures I took of the very nice Swift display.



Swift Tales

By Jim Roberts

All pilots have stories to tell, and Swift pilots have GREAT stories to tell. We seldom have the opportunity to swap tales face to face, so why not share them in a forum everyone can enjoy...perhaps in a newsletter? We'd love to hear of your aerial adventures, so if the statute of limitations has passed, please send your story to swiftmuseumfoundation@aol.com.

Tell you what, I'll get the ball rolling with a trip down memory lane. Our Swift, N78012, first appears in my lookbook as a one-hour flight on January 6, 1998. The brief remarks state, "Dual with Charlie Nelson." And so it begins.

It's a chilly overcast winter afternoon in east Tennessee. The rain has finally stopped and the ceiling lifted enough for a trip around the patch at McMinn County Airport. While waiting two days for the weather to improve, my friend, Ron Price, and I have enjoyed Southern hospitality and lots of airplane talk with Charlie. We've traveled from Sonoma, California to retrieve the Swift that Carolyn and I recently purchased; a two-thousand mile flight in a VFR-only airplane in the dead of winter. What could possibly go wrong?



Charlie Nelson with the newest Swift owner in January 1998.

Charlie has shared his wealth of Swift wisdom, some of which I wrote on a napkin during lunch. Today I look at that napkin and drift right back to those cold grey days in Athens. There's Charlie sitting across the table telling me how to "burp the baby" and sharing advice on takeoffs with a strong left crosswind in a big-engine airplane; words that would spring to life weeks later in west Texas.

For that first flight, I occupied the right seat while exploring the fine handling characteristics of the airplane. All too soon we were headed back to the airport for a landing demo by Charlie. The next day brought more rain, but the weather improved on January 8th.

On that gusty winter day I logged four flights encompassing four hours and sixteen landings; two flights from the right seat with Charlie followed by two with a CFI who gamely offered to give me a check-out. At the end of the day, the young man left with cash in his pocket and my dignity barely intact. I knew better than to ask the opinions of the peanut gallery, who had been watching in amusement from the safety of the terminal building.

January 9th was a blustery overcast day (see a pattern here?), but Ron and I had places to go and people to see, so after a confidence-building solo flight and three landings, we were westbound and down.

We planned to make it as far as possible until daylight ran out, and following a fuel stop in Columbus, Mississippi, we called it a day in Camden, Arkansas.

The best thing about the Camden airport is the liquor store across the street. After tucking the Swift into a large community hangar (a rusty shed housing abandoned farm equipment and a couple of forlorn Cessnas), we made a quick stop for refreshments and checked into what we would call the “Migrant Worker Inn.” Our first clue that this was not a five star property was the no-pest strip dancing merrily in the tepid breeze from the heater rattling away beneath a grimy window.



Two happy aviators at the Airport Liquor store in Camden Arkansas. Yes...It's still there.

The next morning over biscuits and gravy in the motel restaurant, we looked out the window in amusement as four white vans pulled to the curb. Their arrival triggered a mass exodus from the motel, as a throng of day laborers scurried into the vans and headed off to work; hence “The Migrant Worker Inn.”

Hiking to the airport, we were again met with leaden skies and low ceilings. A check of the weather was not encouraging. As if by magic a low pressure system had materialized north of Camden, trailing a stationary front to the southwest; not your garden variety stationary front, but one replete with impressive thunderstorms that soon camped overhead. Turns out that if thunder is close enough and loud enough, it will set off every car alarm in the parking lot.

Grounded for the day, and determined not to spend another night at the Migrant Worker Inn, I asked the FBO manager about a ride downtown to the Holiday Inn. “Sure. I’ll call the taxi.” Soon a rumbling specimen of Detroit’s finest cruised up in a cloud of blue smoke, and Ron and I piled into the back seat. As we rode through the rain, small sprays of water jetted up through the rusted out floorboards, and I pondered our next move while gazing at the Arkansas asphalt rolling by below.



: A drizzly day in Camden, Arkansas.

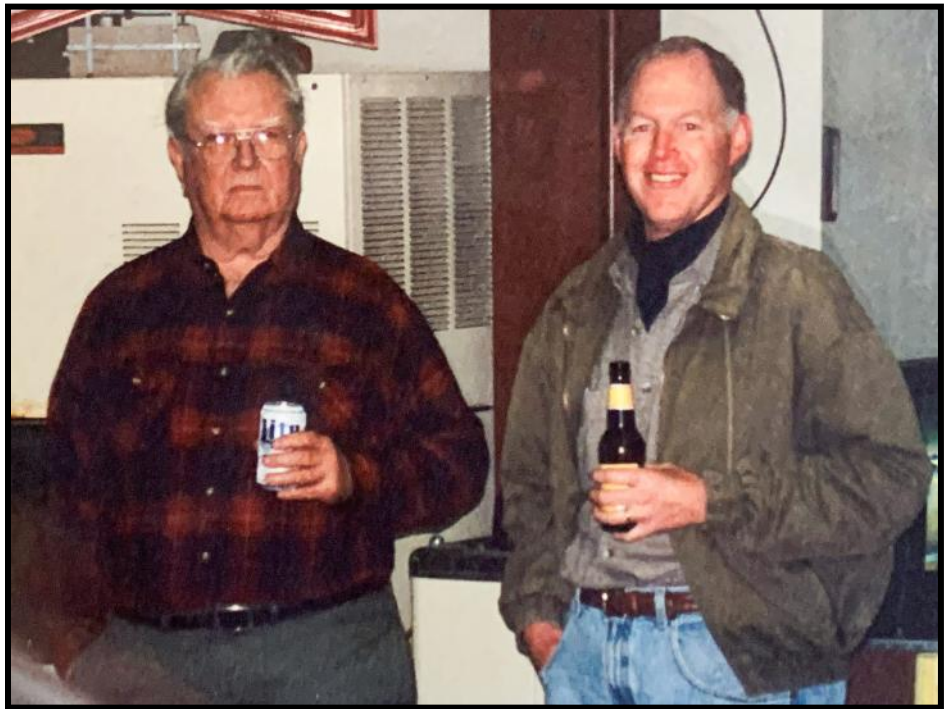
Six days into this aerial odyssey, we were still 1,500 miles from home. With a job to get back to, it was time for Plan B; leave the Swift and take the airlines home. Shreveport, Louisiana, 90 miles southwest, offered the nearest airline service. Poring through the Swift membership book (don’t leave home without it), I found Colonel

Jim Wilson based at Bluebird Hill Airport, just south of the city. Luckily he answered the phone, and after hearing our plight offered hangar space for as long as needed. I gratefully replied that if conditions improved, we would be on our way the next day.

On January 11th, the weather gods didn't exactly smile on us, but they did provide ceilings and visibilities good enough for the short bumpy flight to Bluebird Hill. On arrival, a brisk wind across the forty-foot wide turf runway proved a challenge; a bounced landing and go-around gave pause to reflect on past tailwheel experiences. Once, at the end of a nine-hour mission in the U-2, I went around after a majestic bounce...no harm, no foul; just wiggle the toes, take a deep breath, concentrate, and put the feet to work.

Landing number two wasn't perfect, but good enough, and we were soon greeted warmly by Jim Wilson and his

lovely wife Carol. After tucking the Swift away in a nearby hangar, Ron and I enjoyed a cold beer while admiring the Wilson's gorgeous polished and red "Super Swift." Following a home-cooked meal and good night's sleep, we were soon bound for home. (To be continued).



Jim Wilson and Jim Roberts at Bluebird Hill Airport.

In Memory of John T. Baugh, Jr.

We are saddened to report the passing of long time Swift member and friend, John T. Baugh, Jr. of Lebanon, Tennessee on February 28th.

John was an aviation leader in the Warbird and flying community. He served on the TN Aeronautics Commission, National EAA Board, and the National EAA Warbird Board. He was also honored as an inductee into the Warbird Hall of Fame and the Tennessee Aviation Hall of Fame. John Founded the Young Eagles Program and Nationwide Warbird Chapters. His accomplishments in aviation are many. He was also a FAA Safety Designee and Formation Flight Lead flying many airshows along with his wife Deborah in their matching T-34's for many years.

John was a dear friend to this organization and our membership for many years. He will be missed by all who knew him.

Our sincere condolences go out to Deborah and the entire Baugh family. God speed dear friend.



You may view the complete obituary at <https://ligonbobo.com/john-t-baugh-jr/>

Welcome To Our New Members!

Michael Moore

Michigan

Richard Lytle

Florida

Phil Gattuso

California

Todd Kirkman

Florida

David Hyland

Oregon

Sophie Huang

Washington