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MCMINN CO. AIRPORT (KMMI)

# Swift Museum Foundation, Inc.



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## Executive Director Report

By Scott Anderson

We would like to remind everyone that your Swift Museum Foundation is here to help support **your** Swifts with parts and technical data to keep your aircraft safe, well maintained, and legal.

Please support your organization by calling us first when you need something. Whether it be for parts or technical data, your support makes it possible for us to continue to provide the parts and services you need. There is a great deal of overhead expense here that must be met each month to keep the lights on, the phone answered and inventory on the shelves. You and your support is vital to our ability to keep the Swift Museum Foundation strong and growing for generations to come.

New and used parts are available for most needs but if we don't have something on hand we do have the technical data available for you to have an "Owner Produced Part" fabricated for your Swift. **The FAA allows an owner to make a single part (no duplicates) for that owner's aircraft and that aircraft only.** The part must be produced from FAA approved data with no changes unless the changes are approved by the FAA. This can be done through your FSDO or by a design change Engineering Approval performed by a DER. You cannot legally produce multiple parts for multiple airplanes. That requires an STC or manufacturing by a vendor that holds a PMA (Parts Manufacturing Authority) as well as permission from us, Swift Museum Foundation as Type Certificate holder, to make any such parts. As Type Certificate holder, the authority to have new parts made lies solely with The Swift Museum Foundation, Inc.

We are constantly working toward providing the essential parts needed to keep your Swifts safe and airworthy that would otherwise be grounded. Cosmetic parts are nice to have but there is a great deal of expense involved in having any part made. It is a time-consuming process when working with a parts manufacturer and the FAA. We must operate within the confines of required rules and regulations to legally continue PMA parts production for our CERTIFIED Swifts. "Experimental" is another matter.... However, Swifts are not Experimental.

## 2024 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

### 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.*

**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

**Presidents Report**

*By Jim "Frog" Jones*

January 4<sup>th</sup> of this year marked 51 years of ownership of Swift 3824K, with about 5,000 hours of Swift time. It was one of the best decisions I have made. Not just about the airplane but more about the outstanding group of friends made over the time period. This newsletter does not provide the space to name them all, but you know who you are. Some have gone West, but the memories of the friendship are everlasting. I continue to look forward to growing the list of Swift friends or extended family.

As I reflect on my Swift family I am reminded of a program many of you may want to be a part of. The Globe Factory Brick program gives you the opportunity to honor the memory of a family member or friend or to honor/commemorate your own Swift legacy while supporting the Swift Museum Foundation at the same time. There are only 58 original Globe Factory Bricks still available. These bricks were salvaged from the rubble during demolition of the Globe Aircraft plant in Fort Worth, Texas. Your brick will be fitted with a plate bearing your inscription. These rare, historical bricks are permanently displayed in a beautiful custom cabinet in the Swift Museum. The cost is a \$1000.00 donation per brick.

Also available are Replica Brick Pavers. These custom bricks will be installed around the original Globe Factory flag pole & base which now sits just outside the Swift Museum entrance. The 4" x 8" bricks are \$150.00 each and the 8" x 8" bricks are \$300.00 each. These Replica Bricks will be engraved with your inscription. Please consider doing this in honor or memory of a friend, family member, or to honor your own Swift legacy.

I am personally having one of the original Globe Factory Bricks dedicated in memory of Richard "Spad" McSpadden Vice President of the AOPA Air Safety Institute. I am sure most of you knew or knew of Richard. Richard and his family are among the outstanding and talented friends I have had the pleasure to meet and know as a result of the purchase of Swift 3824K.

Attached are the forms needed to place your brick order. Please support the Swift Museum Foundation by making your donation in the form of a brick purchase. Please remember, any brick purchase is a donation to the Swift Museum Foundation, Inc. and is tax deductible under our 501(c)3 status. You may designate your donation to be applied to the SMF Endowment Fund or Operating account if you wish.

Editors note: If you receive your newsletter by US mail you may request a brick purchase form at 423-745-9547 or by email to [swiftmuseumfoundation@aol.com](mailto:swiftmuseumfoundation@aol.com)

## Swift National 2025 Fly-in & Convention

*By Paul Mercandetti*

Planning is underway for your arrival in Athens TN on October 1, 2025 for Swift National 2025! I know this is a little later in the year than usual but your BOD worked diligently in choosing a date that will best maximize participation from our membership.

Rooms are being reserved at the **Comfort Inn Athens (423-252-8030)**. **FOOD** (always a big topic among pilots) plans are in the making. Some of the activities will include fly-outs, Formation Ground School and training as well as various forums for your enlightenment. We are now in the preliminary stages and subject to adjustment when needed. As always, your suggestions and input are welcome and greatly appreciated.

Aside from Swift National— my thoughts;

At this time of year we're gearing up for warmer weather and another glorious flying season. Airplanes are being dusted off, washed, and polished. Annual inspections not already done are being completed. And, let us not forget...if your aircraft has been sitting around for a lengthy period of time waiting for warmer weather to go flying, now would be a good time to get out the fine toothed comb and give it a good going over. Also, not a bad time to get out the books and review some of those dreaded FAR's. Remember, we are caretakers of some beautiful antiques (airplanes and people) so let us be respectful of both.

Speaking of being respectful, I can't wait for you to come to your museum and see what Scott, Sue, and your local volunteers have done to consolidate and preserve our Swift legacy. A lot of effort has gone into the mundane task of cleaning, moving, and storing the piles of stuff that has accumulated over decades of our existence. Quite a bit of it in today's world is junk, hasn't been used in years and in all probability never will. Evaluating each piece and making good decisions is a responsibility we take seriously—There is only so much room.

I would like to mention, now that we have completed the construction of our facility with the very generous help of some of our notable members, our work is not yet done. Your donations will now work harder to make parts available to keep us all flying. Everyone is aware that ALL costs are increasing. Making contributions to our Endowment Fund can go a long way in meeting our operating expenses (electric, insurance, etc.) in perpetuity.

We will have a table at the Type Club Tent at **Sun-n-Fun** again this year. Please come by and visit! You can also help out by manning the tent for an hour or so. It's a great time to see other friends you might miss otherwise. We have made a reservation for 20 at the Bonefish Grill for Thursday night at 6:30. Please sign up in the Type Club tent when you get there so I can adjust the count if necessary. Seating is tight.

### Board of Directors

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

## The Heart of an Airplane

**By Jim Roberts**

*I recently wrote a piece for “General Aviation News,” recognizing those talented individuals who have kept our Swift airworthy for many years. It is reprinted here, and I hope you enjoy it.*

### *The Heart of an Airplane*

“You know, it’s kinda like having a baby. You wait nine months, and you’re still not exactly sure when it’s coming.” That wry observation from my friend, Scott Anderson, nicely summed up the mood as we awaited the arrival of a new engine for my 1946 Globe Swift. Finally the day came, and Scott, a skilled A&P mechanic, was soon at work.

While celebrating the blessed event, my wife, Carolyn, and I reflected on the history of the engine that had been the heartbeat of our airplane. Installed in 1974 under an STC, the 210-HP Continental IO-360D had served us faithfully since we purchased the plane in 1997. We always said the engine had the spirit of a warrior, since it came from an Air Force O-2 forward air control aircraft. But now the run-out Continental was fated to meet its maker in Mobile, Alabama; no gold watch or retirement party, though we did toast the old girl before closing the lid on the crate.

Carolyn’s comparison of the engine swap to a heart transplant gave rise to the question, “What really is the heart of an airplane?” Looking through the old powerplant logs one last time, I saw the answer right there in black and white, in the signatures of all who had maintained that engine.

The first entry, dated May 9, 1974, documents the engine installation by Brodie A. Crim, Jr. of Atlanta, GA. Jim Berry was the proud owner at the time. Carolyn and I are the 10<sup>th</sup> caretakers of record, and for the last quarter century the Swift has been blessed with the services of several talented mechanics who we count as good friends.



**Don Bartholomew, and his faithful friend, Astro.**

First on our watch was Don Bartholomew, a “Swift Guru” and owner of The Aeroplane Factory in Gardnerville, Nevada. Don’s shop was a short flight from our home in northern California. Under the supervision of his golden retriever, “Helo,” Don completed a thorough restoration in the winter of 1998-99. Soon the Swift (that a former owner had nicknamed “The Truck”) was transformed into an award-winning classic that Carolyn christened “Silver Belle.” For the next six years Don did various upgrades and annual inspections; then, in 2005, we left the West Coast for my home state of Tennessee.

Enter Jim Thomason, who specialized in Swift maintenance at his shop in upstate South Carolina. Working with Jim was a treat; after landing on his grass runway, I soon had my sleeves rolled up. Jim kept our bird in fine fettle, and in 2013 he opened the wing slots (a hallmark of the Swift) that a previous owner had covered in the quest for more speed. Jim is retired now, but I’m lucky to live near the Swift Museum at McMinn County Airport (KMMI) in Athens, TN.



**Jim Thomason uncovers the left slot.**





**Scott Anderson**  
with a special delivery from Continental.

Which brings us back to my friend Scott Anderson; not only is Scott the Executive Director of the Swift Museum Foundation, he's a talented mechanic with a winning track record of restoring Swift aircraft. In 2014, Scott's restoration of a GC-1A Swift garnered a Silver Lindy award at EAA AirVenture Oshkosh; such is the caliber of his work.

So when the big blue crate from Continental finally arrived, Scott rolled up his sleeves and gamely put up with my "help" for over a week. At last a new engine and overhauled prop were installed and successfully ground run; all that remained was the annual inspection.

Enter "Tom", a gentleman in his late 70's. Retired from a career maintaining regional jets, his commitment to aviation still shines. Upside down under our instrument panel, his critical eyes caught a vacuum system filter that had seen better days. As I handed him a new filter, he cheerfully went about replacing it, while giving me a lesson in filter maintenance and inspection.

Talent and dedication; those words sum up all those who have cared for our little bird. They personify the saying, "Without mechanics, pilots would just be pedestrians with leather jackets, big sunglasses and expensive watches."

Which brings us back to the question, "What is the heart of an airplane?" Studying the log-books, the answer is clear; it's the craftsmen who built that airframe at the close of World War II, the skilled hands assembling engines in Mobile, and the succession of countless professionals who have maintained that Swift for nearly eight decades.



*Silver Belle in her element. Photo by Christina Baskin, Courtesy of EAA.*

But it may not be long before Tom hangs up his inspector's hat, and Scott says that our new engine is the last he will install. I wonder, who will take their place? A study by Boeing found that by 2040, the industry will need over 600,000 new maintenance technicians. And friends, that's just the airline side. Countless more mechanics will be needed to keep our GA fleet in the air.

What can we do to ensure that when our aircraft need attention, qualified hands will be there? While we often guide young people toward a seat in the cockpit, let's not forget to talk up the options of an aircraft maintenance career. As pilots, we may not be as conversant with that topic, but we all know an A&P that could offer advice. Or invite these kids to your local EAA meeting; they're guaranteed to meet a mentor there. It's a small price to keep that heartbeat strong.

## **Formation Committee Report**

*By Paul Mercandetti*

I'll be sending out Formation Cards this week. If you haven't already, please download the Proficiency form from the FAST website, fill it out, have it endorsed by the Lead Pilot, and mail it to Sue at SMF with your \$15. She will notify me and I will send your card. DO NOT let your card expire without renewal! More work for you and me.



Above is a photo of the Globe Factory Brick display located in the Swift Museum entryway. Please consider participating in this very special program. *Details on page 2.*