

SWIFT MUSEUM
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MCMINN CO. AIRPORT (KMMI)

2025 Event Schedule

SMF will be closed
Monday, May 26th
in observance of Memorial Day

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 #6

May 2025

President's Report

By Jim "Frog" Jones

Several conversations have taken place between the Swift Museum Foundation, John Hofmann, President of VAA and Tim Fox, EAA Parking Coordinator concerning parking at AirVenture 2025. Jack Pelton, President of EAA is aware of these conversations. The conclusion is, **If Swifts arrive together, they can park together.** Where, depends on parking space availability upon arrival. We understand they have a very difficult time managing and meeting requests for various Type Club group parking each year. Years ago, it was not as difficult. However, with the addition of Contemporary Airplanes to the area, a higher volume of aircraft wishing to park in traditionally Vintage Parking was created. Though there could be a very long discussion about the differences between Vintage/Classic, Contemporary, and the different interest and draw to attendees, these are our limitations this year.

As in past years Stan Price is planning a group arrival, the following is a email received from Stan.

Since our only offer to park together is to arrive together this is our plan. Arrive at Portage, Wisc. (C47) and be ready to takeoff with plenty of fuel at 3:00 pm on Thursday July 17th, before KOSH starts on Monday July 21st, Plenty early but that is what was offered. Contact Stan Price at 817 488-8623 or Stanpricetexas01@verizon.net and advise if you will be in the group. We need a number to provide to EAA before taking off. Thanks.

Stan will notify Tim Fox with EAA/VAA of the arrive time and number of Swifts. Tim said he would arrange the best possible location available at time of arrival for Swifts.

A Swift member who lives about 50 miles West of Oshkosh contacted Paul Mercandetti offering to put together a group arrival, but he does not have the person's name or contact information. If you are that person, please contact Stan Price or me to coordinate with Stan's group or send information on your thoughts for another group arrival on a different day. The two groups may or may not be able to park together.

Fly Safe and Fly Often.

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
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National Convention

Paul Mercandetti
Sandy Mercandetti
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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

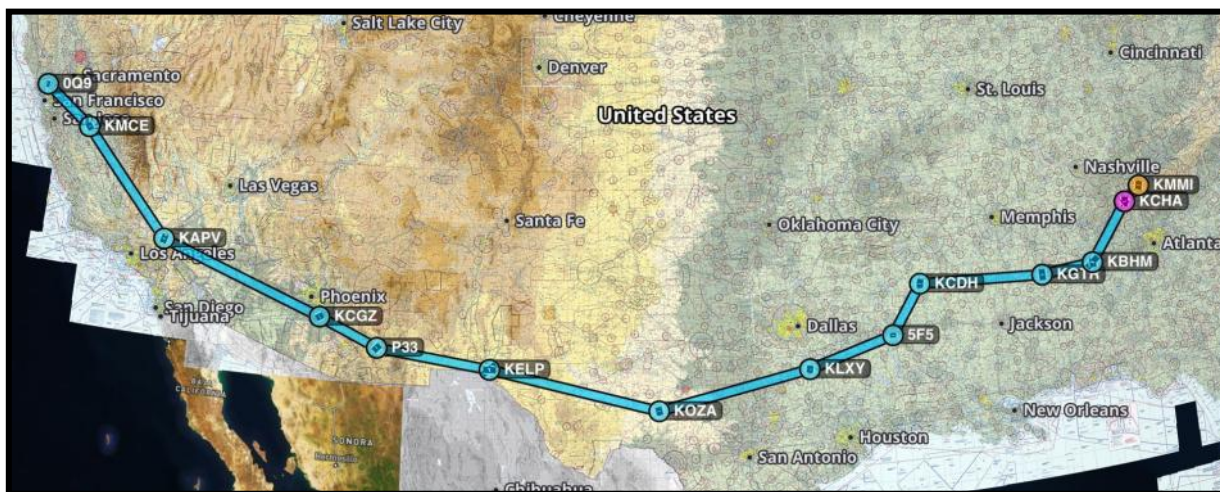
Aging Aircraft

Steve Wilson
Ken Coughlin
Dave Carpenter

Swift Tales, Part Two

(Continued from our March newsletter)

By Jim Roberts



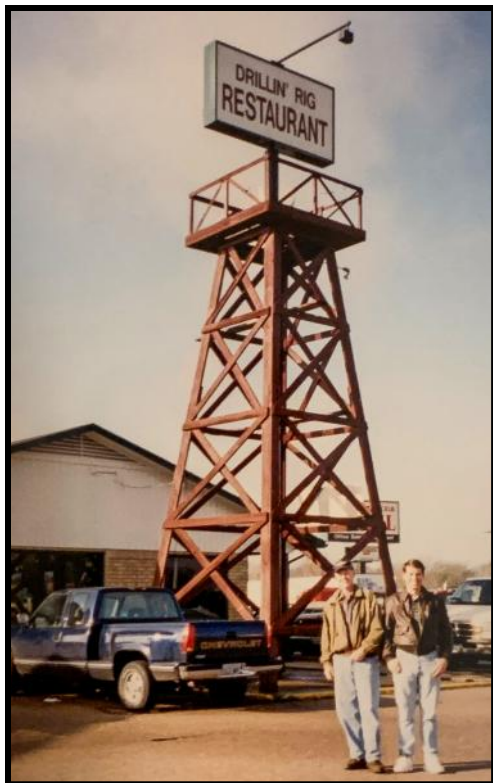
A Foreflight screenshot depicts the route from MMI to 0Q9. During the flight I carried a 2' X 3' "Aviators' Quick Reference Map of the United States." I still have the map, marked up with numerous routes criss-crossing the US. Sometimes paper beats glass, especially for making memories.

January 11, 1998. After three days of travel and 5.2 hours airborne, the Swift was bedded down in a hangar at Bluebird Hill Airpark (5F5), south of Shreveport, LA. We had left McMinn county Airport (MMI) three days earlier, and flown 550 nautical miles toward our ultimate destination of Sonoma, CA, the Swift's new home. The January weather had not been kind to a fifty-two year old VFR-only airplane, but thanks to the kindness of Swifters Jim and Carol Wilson, N78012 had a safe, dry place to nest while I returned home and made plans to retrieve the plane when the planets lined up.

It was mid-February when my friend Scott Bourquin and I arrived in Shreveport, courtesy of our employer, American Airlines. Scott and I had flown together in the Air Force reserves, and he was eager to get reacquainted with general aviation. My logbook shows one leg on February 18, 145 miles from Bluebird Hill to Mexia, TX, with the notes, "Soggy strip take-off...TSTMS." It must have been a sporty flight, for Scott and I called it a day in Mexia at the Limestone County Airport (KLXY). If you're not familiar with Mexia, it's a lovely spot southeast of Dallas, just about midway between Wortham and Shiloh.



Author and N78012 on the ramp at Mexia, TX.



Jim Roberts (L) and Scott Bourquin at the Drillin' Rig, home of the best steaks east of Fort Worth.

On arrival, I was once again struck by how accommodating folks can be when you show up in a vintage aircraft. With storms brewing, the lineman helped us roll the Swift into a large hangar, and then loaned us the courtesy car for an overnight stay. I don't recall the accommodations, but supper was outstanding; a Texas-size T-bone at the "Drillin' Rig Restaurant." I just checked on Apple maps; it's still there, happily hardening arteries after all these years.

The next day, February 19th, we flew 6.4 hours in three legs, stopping in Ozona, TX, then West Texas Airport in El Paso (now closed), before we found ourselves standing on the corner in Wilcox Arizona. In El Paso, as I casually firewalled the engine for takeoff with a left crosswind, a warning Charlie Nelson gave me weeks earlier sprung to life. The crosswind, combined with the torque from the 210 Continental, quickly overcame my meager

right rudder inputs, and we headed for the dirt on the left side of the runway. Fortunately I found more right rudder, recovered, and continued a safe takeoff; lesson learned.

Cochise County Airport (P33) in Wilcox was our home for the night, and a photo shows N78012 poised for departure from a wet ramp on the morning of February 20th. The logbook recounts 1.2 hours from P33 to Casa Grande, Arizona (KCZG), along with the note, "TSTM divert." These weather encounters were beginning to get old. Apparently the storms abated, for after a second leg of 2.4 hours, we made it to Apple Valley Airport (KAPV) in southern California, just northeast of Los Angeles.

As we bedded down for the night, Scott and I looked forward to ending our journey the next day in Sonoma. It was a simple flight of only 300 miles up the central valley of California to my home airport just north of San Francisco. What could possibly go wrong?

The morning of February 21st, a winter storm was moving across the San Francisco bay area, with strong winds and heavy rain; Sonoma was in the bullseye. Determined to get as close to home as possible, we struck out for Merced and arrived there ahead of the weather. After tying down the Swift, I retrieved a roll of duct tape from the tool kit and sealed the top hatch and side windows as best I could. Finding ourselves 70 miles from home, with no good weather forecast for several days, we took a bus back to SFO, retrieved our cars, and headed for the house.

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



A patient Swift waits for her crew on a damp February morning in Wilcox, AZ.

It was four days later, on February 25th, that I hitched a ride from Sonoma to Merced with a young friend in his Aeronca Champ. I departed Merced under brisk winter skies and pointed the Swift northwest; soon the silhouette of Mount Diablo rose along the east side of San Francisco Bay. As the 3,800' peak passed off the left wing, Suisun Bay and its "mothball fleet" of forsaken WWII Liberty Ships slipped by on the right. Passing south of Napa County airport, the Swift sailed over the low range of hills separating Napa and Sonoma counties, and, just like that, Sonoma Skypark (0Q9) appeared off the nose.



Carolyn Roberts at Sonoma Skypark, with N78012 and a matching 1948 Hudson Commodore.

With a small welcoming committee on hand, I wiggled my toes, took a deep breath, and lined up on the 2,400' by 40' runway. This would be the most challenging paved field I had landed on, and somehow I pulled it off. The next entry in the log shows a 0.3 flight that same day, with the notation, "Carolyn's first ride!" After eight weeks, including seven days flying 20.1 hours over 2,100 miles, our Swift was home.

Swifts Well Represented In 2025 AOPA Calendar

Submitted by Jim "Frog" Jones

The 2025 AOPA Calendar month of June has a wonderful photo of Paul Mercandetti and Don Abbott in their beautiful Swifts in formation. Photo taken by Dave Tulis, AOPA Staff Photographer and Writer.



2025 AirVenture OSH Swift Dinner Update

Please note the following information for this years Swift Dinner gathering at Oshkosh.

**Mineshaft Oshkosh
2041 Koehler St.
Oshkosh, WI 54902
920-252-4940
July 22, 2025 6:00 PM**

Early arrivals can socialize in the bar. Unfortunately happy hours are 3-5.

This is the same place as last year but we will be seated together in the main dinning room.

All planning to attend contact Barb Wilson at 817-578-9878 or barbwilson@aol.com to reserve your seat. An accurate headcount is necessary to ensure space for everyone.

Swift Member Bob Price Shares a Unique Swift Story



Mr. Polaczyk & Bob Price

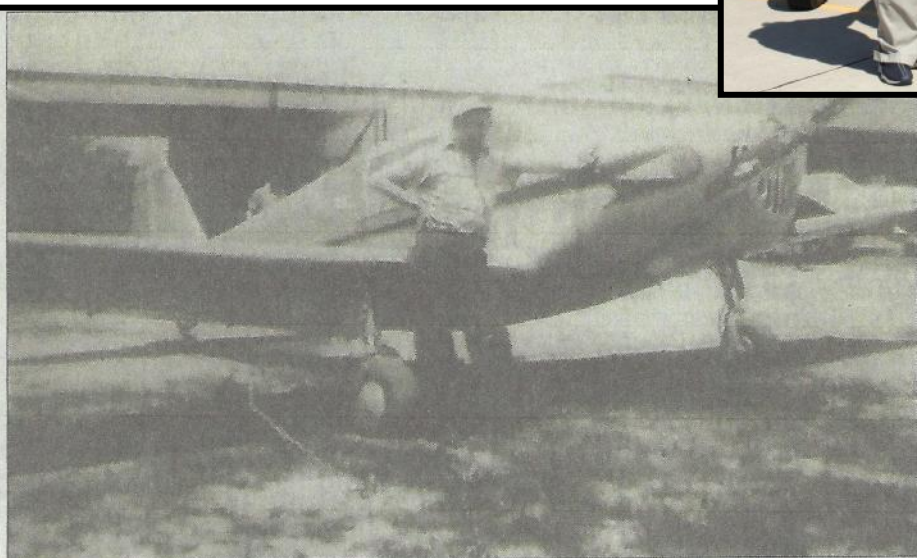


Photo provided by Mark Hall

John Polaczyk leans on a Globe Swift monoplane in 1947. Polaczyk, now 93, regularly flew the plane while working at a flight school near Detroit in the 1940s. Sixty-two

years later, the Michigan resident had another chance to pilot the speedy plane, thanks to the plane's current owner, Bob Price of Stephens City.

On a wing

2 men united by 1940s-era plane

By ERIC BEIDEL
The Winchester Star

WINCHESTER — At 93, John Polaczyk thought his flying days were behind him.

But thanks to a stranger in Stephens City, the lifelong Michigan pilot recently found himself back where he is happiest: in a Globe Swift monoplane, a machine he came to know soon after it debuted in the 1940s.

At the time, he was working at the now-defunct Warren Aero School near Detroit. One of his friends owned a Swift.

"It's the fastest little guy there is," Polaczyk said. "Has 125 horsepower and can go 125 mph with a landing speed of 70 mph."



Looking for some good news? The Star identifies one positive story each day as a "Bright Spot."

previous owners, inspections, and flights.

So Mark Hall, Polaczyk's grandson, did some research and in Stephens City tracked down Bob

See Wing, Page A6

Polaczyk admits that the plane has its faults, but he has remained fond of it through the years.

"Most guys were afraid to fly that airplane," he chuckled. "It fell down like a rock when you tried to land."

Polaczyk never imagined he'd see the Swift again. But planes come with a paper trail, including records about



*"Most guys were afraid to fly that airplane.
It fell down like a rock when you tried to land."*

— John Polaczyk, who once flew a Globe Swift monoplane that is now owned by Bob Price of Stephens City

At the age of 93, Mr. John Polaczyk is reunited with Swift N3361K through SMF member Bob Price.



Photos courtesy of the John Polaczyk family.

Wing

from Page A1

Price, who had purchased the Swift seven years ago for \$30,000.

"I found you through the [Federal Aviation Administration] registry," Hall wrote to Smith. "My grandfather piloted your plane in the late '40s on numerous occasions and still has his log book containing all the time he spent at the controls of the plane."

Enclosed with Hall's letter was a 1947 black-and-white photo of Polaczyk leaning on the plane that Price now owns.

"If at all possible it would be wonderful if you could send us a picture of the plane as it is today," Hall wrote. "He would be thrilled to see it again."

Price did even better. He flew the Swift to Michigan and met with Polaczyk and family members at the Monroe Custard Airport just outside Detroit.

"It was like being reborn"

The late-April day was windy, and the Swift is a light plane, "but there was no way I was going to cancel this flight," Price said.

He took Polaczyk up in the plane one more time.

At 2,000 feet, Price turned over the controls.

"It was like being reborn," Polaczyk said. "I never forgot how to fly that sucker."

He took in the modern Global Positioning System navigation tools and other slight changes to the plane that had been added over more than half a century.

"Back in the day, we flew by ground and map," Polaczyk said.

Flying out over Lake Erie with Price, the old pilot experienced a



Bob Price said he flies the Globe Swift weekly. About 750 Swifts remain in the United States, including one that hangs in the Smithsonian Institution. "I've kept it pretty much the same," he said of the plane he purchased seven years ago.

rush of those memories.

Polaczyk still recalls the numerous flight lessons he gave in the Swift, the trips into the north country to hunt deer and birds, and the freewheeling cross-country jaunts that sound reckless by today's standards.

Once, he said, he and a friend flew straight into a foggy Florida storm and landed blindly in the middle of a road, nearly out of

gas.

A farmer gave them fuel and directed them to the airport, where they landed the Swift on the taxiway instead of the runway.

Log books and legacies

In the years between the time Polaczyk last piloted the plane and the time Price bought it, many others developed a soft spot for the little Swift — built in Texas in 1946.

Log books and FAA records tell some of their stories.

After Polaczyk's aero school closed in 1951, the plane was sold to Wilbur Vance, who took the plane with him to Illinois, Ohio, Massachusetts, and wherever else the Air Force stationed him.

The log books for the 1960s are missing, but in 1974 Vance sold the plane to Herbert Findeisen in New Hampshire.

An employee of the Internal Revenue Service, Findeisen flew the plane until 1991, when he locked it away.

Twelve years went by before Price saved the plane from permanent storage, traveling to New Hampshire to buy it.

Mechanics and inspectors checked it over, and in April 2003, he flew the plane to Winchester.

About 1,400 Globe Swifts were made in the 1940s.

Today, it's even rarer — with about 750 remaining in the United States, including one that hangs in the Smithsonian Institution.

And then there's the one owned by Price, who still flies it weekly.

"I've kept it pretty much the same," he said.

—Contact Eric Beidel at ebeidel@winchesterstar.com



Many thanks to those of you who have shared your stories!

We are always delighted to make them part of our Swift Newsletters. So, if you have a Swift memory or experience you would be willing to share please send it in.

We'd love to hear from you!

Start making your plans to join us this Fall here in Athens for the
2025 Swift National Fly-in & Convention
October 1—5, 2025



Nice shot from the 2024 Swift National held in Fredericksburg, Texas.

Photo courtesy of Joe Fernandez

NOTE: Would the member who called me concerning mass arrival at OSH please call me. I've lost your contact.

Paul Mercandetti