

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)

2026 Event Schedule

Sun-N-Fun
April 14-19
Lakeland, FL

Swift National 2026
May 13—17
Granbury, TX

AirVenture 2026
July 20-26
Oshkosh, WI

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 LVIII Issue #3

February 2026

Executive Director Report

By Scott Anderson

The challenges of having new parts made for your Swifts can be difficult at best, but we are making headway! This spring we expect to have the part #1392-900-L&R, #2792 longerons, as well as the #1400 and #3230 bulkheads in stock. These are the belly parts that always get damaged in a gear up accidents. AirCorps Aviation is our vendor of choice to have these parts produced. They are a pleasure to work with and they produce parts of the highest quality! Over the years, many Swifts have experienced repairs to these belly parts in order to return the aircraft to service. These repairs were completed with varying levels of repair quality. With the availability of these new parts, you will be able to repair your Swift or replace poorly repaired items currently installed.

We are also working with AirCorps to have heat mufflers for the straight stack exhaust systems made. Sheet metal fabrication is their forte' as you can see in the Oshkosh winning warbird restorations they have completed over the last several years. We are continuing to look at other tooling we have here that AirCorps may be able to use to fabricate other much needed items for your Swifts. Stay tuned, we'll give you updates as we have them.

Another order of new blank instrument panels should be on it's way soon. Our vendor had an issue with materials but that has been resolved and production is underway.

The owner of the machine shop we were using to make bushings for our gear kits passed away after a short illness. This shop has been doing excellent work on these close tolerance bushings for many years now. We are thankful that the family has found a way to keep the operation running and will continue to produce parts for us.

As I said in the beginning of this column, challenges....but we are working hard every day for you, the membership, to have what you need to keep em' flying!

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
Steve Roth

Formation

Paul Mercandetti
Jim Roberts

Building

Roger Weber
Scott Anderson
Paul Barnett

IT/Web

Heather Day

Aging Aircraft

Steve Wilson
Dave Carpenter

Swift National Committee Report

Swift National 2026 — Granbury, Texas — May 13-17

By Paul Mercandetti

I just spoke with Barb and Steve Wilson about our upcoming Swift National in Granbury, Texas and it sounds like another winner! I'm so grateful for the work that they and their committee are doing. One of the great things about being a Swifter is being blessed with so many talented and giving people.

We expect this Swift National 2026 to be a great one! Being in a central location, celebrating 80 years of the Swift, as well as being in the capable hands of our Texas Swift committee, we are in for a great time. Below is Barb Wilson's report to fill you in on the details.

80TH ANNIVERSARY SWIFT NATIONAL FLY-IN & CONVENTION LET'S BRING THE SWIFT HOME TO TEXAS MAY 13-17, 2026

Just 3 months until the 2026 Swift National Fly-in in Granbury, TX. Time to start finalizing your plans to attend. There are still rooms at the Comfort Suites in Granbury 817-579-5559 at the "Swift group rate" of \$139 + tax use **code BSLFBF** for the discount. Don't forget to contact enterprise.com if you want a rental car, which can be picked up and dropped off at the airport.

There is a lot planned for the event. Early arrivals on Wednesday will be going to Garcia's Mexican Restaurant. Thursday we all load a bus no later than 15:30 for Cowtown in Ft Worth for sightseeing, shopping, and dinner at Risky's Steakhouse. Friday is German Night at the Granbury Convention Center catered by Ketzler's German Restaurant. Bring your Dirndl, Lederhosen, Etc. Saturday's banquet is also at the Granbury Convention Center catered by Vito's Italian Restaurant. Since this is Texas, don't forget your Cowboy boots, Stetsons, Etc.

We are working with Granbury Aircraft Services to possibly obtain special pricing for Prop Balancing and/or static/XPDR check if there is enough interest. We are also negotiating for possible discounted fuel pricing.

Highlights of the scheduled events include:

- *Thursday Bus trip to Cowtown Ft Worth
- *Tour of SureFly located on the field
- *Friday Tactical flight ending with Hard 8 BBQ for lunch in Stephenville, TX
- *Formation Clinic and Sorties
- *Maintenance and Safety forums
- *BBQ Food Truck for lunch Thursday - Saturday
- *Ladies shopping and lunch
- *Memorial Tribute

Granbury Airport: KGDJ RWY 1/19 5201'X75' CTAF 123.0 AWOS 118.925 See attached airport Diagram. Parking will be in the grass along taxiway Alpha, so remember your tie downs. Self-Serve fuel is available. The old terminal building on Alpha is available for bathrooms, conference room, and escape to air-conditioning.

Please complete the Pre-Registration form and send it to Swift Headquarters.

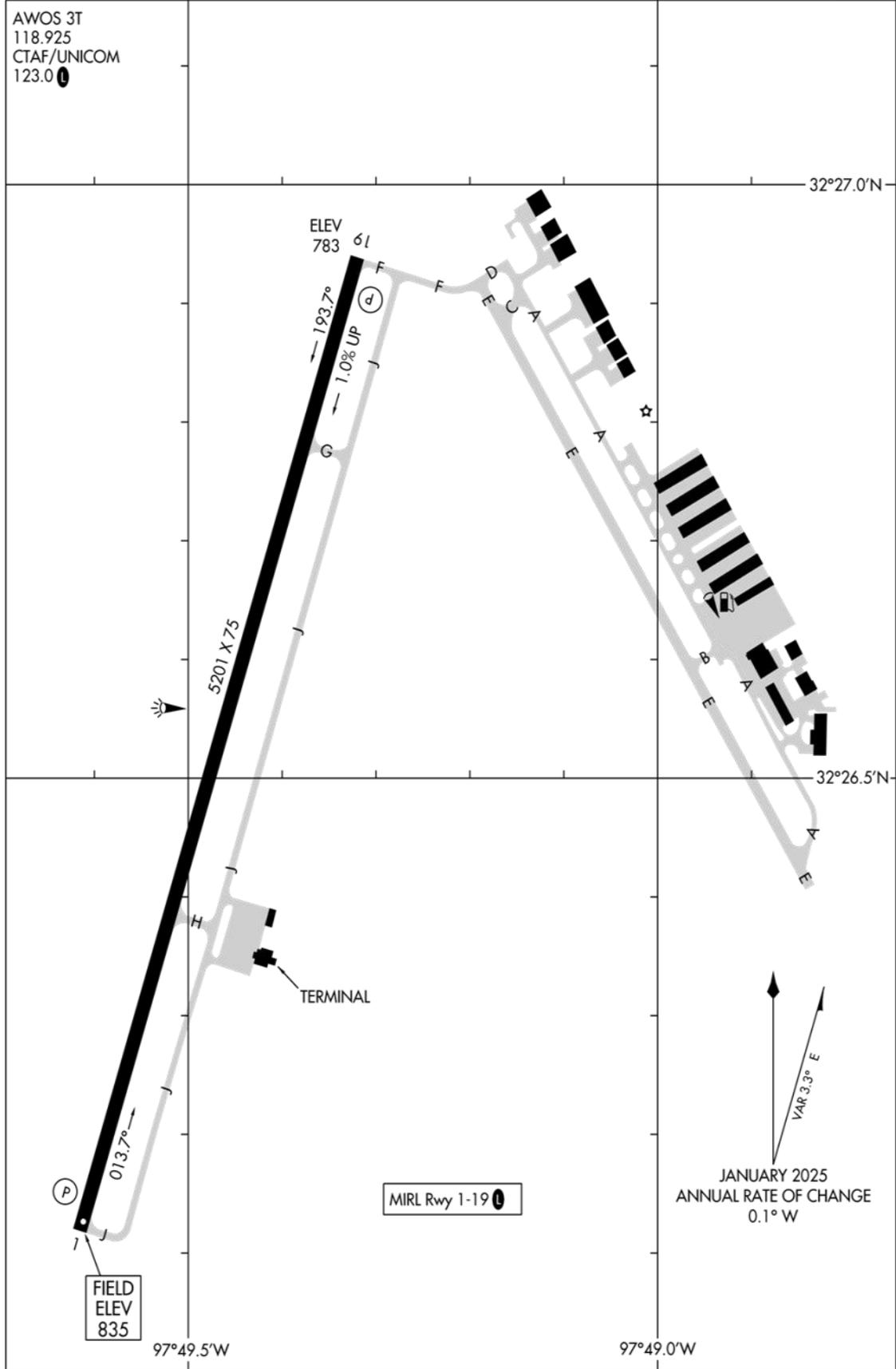
If you have any questions, contact:

Barb Wilson 817-578-9878
Steve Wilson 817-578-9877

Pat Hockett 913-207-9457
Terry Gillaspie 936-662-8887

Swift National 2026 — Granbury, Texas — May 13-17

25331 **AIRPORT DIAGRAM** AL-6153 (FAA) GRANBURY RGNL (GDJ) GRANBURY, TEXAS



AIRPORT DIAGRAM
25331

GRANBURY, TEXAS
GRANBURY RGNL (GDJ)

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
jim.roberts7804@outlook.com

Sam Swift

702 Mickelson Way
Lebanon, TN 37087
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
jim.roberts7804@outlook.com

SC-2, 22 JAN 2026 to 19 FEB 2026

SC-2, 22 JAN 2026 to 19 FEB 2026

Presidents Comments

By Jim "Frog" Jones

Is there anyone interested enough to undertake getting a STC for a modern autopilot for the Swift? Currently the Century I is the only STC'd approved autopilot for the Swift. The problem now is lack of support and parts availability. No one appears to be able to repair the units.

The Century I is no longer supported and is STC'd for the Swift. I talked with a FAA contact I have at the Atlanta FISSO in hopes of navigating a way to install a modern autopilot as a flight safety issue with the servo being mounted in the same location as currently used. His response was that full STC development would be required.

There have been many conversations with Trio to develop a STC. However, there are several different types of airframes with a higher volume of potential sales (Piper, Cherokee, Mooney, and Bonanza) they are currently working on. The contact we have at Trio said it would be at least 3-5 years before they could look at the Swift. Some concerns lie with the fact that there may be only 400 Swifts flying, a limited market, and who would want to purchase one? The financial cost for development is challenging. Perhaps Avidyne, Bendix/King (acquired TruTrack), S-Tec, or Garmin could be approached to determine if they have an interest in developing a STC for the Swift.

If you have an interest or have good contacts with any of the above-mentioned companies and want to take on the challenge of working with them for the STC development, please contact me. Perhaps conversation about this can be addressed at Swift National 2026 in Granbury, TX. Fly Safe/Fly Often

Swift History Update

By Jim Roberts

With winter laying heavy on the East Tennessee hills, the Swift is nestled snug in the hangar awaiting warmer days. So it's a good time to drive to Athens, put on my SMF historian hat, and dig into our Swift history files.

In the parts department we have several file cabinets just chock full of all manner of Swift history, most of it paper: Records, photos, and correspondence from Globe Manufacturing and its president, John Kennedy; Countless Swift aircraft photos dating from the 40's up to present times; Swift advertising brochures and magazine ads; Lots of magazines featuring pilot reports on the Swift; Reams of old records on individual aircraft, and much, much more.

Much of this came from the Globe Aircraft Corporation, and much was donated material. All is interesting, and, in some cases, rare and irreplaceable. My predecessor historian, the late Ken Coughlin, did an outstanding job of sorting, cataloging, and filing much of this material. I was amazed to find a 75-page printed catalog of everything Ken had sorted. That's right...75 pages listing each item and its description. To say that Ken did an outstanding job is an understatement. His dedication to the Swift and our organization was exemplary, and his contributions, including a significant donation for our Phase 3 hangar extension, will remain in perpetuity.

That being said, there's still a LOT of material left to go through, and even as I move through it, culling, sorting, and filing, new items continue to come in from our members. All is most appreciated!

One especially rare find was almost every issue of the *Globe Beam*, the in-house factory magazine published between August 1942 and May 1946. This new treasure trove is in addition to those magazines I discovered and wrote about here a few years ago. In our newsletter, I will be highlighting some stories from the 1945-46 *Globe Beam* that introduced the Swift, and believe me, they are priceless. (Those of you who have accounts on the Air Corps Library can view digital scans of copies from 1942 through 1944.)

To get us started, here's an excerpt from an October 1945 article titled, "Globe Aircraft Produces First Postwar Plane of All-Metal Construction...It's the *New Swift*"

"A perspiring crew of technical men rolled a trim little airplane out of the west doors of the Globe Aircraft assembly building late in the afternoon of September 7. They were mighty tired, but pretty happy, too.

...chief test pilot Ted Yarbrough warmed up the engine and headed for the Globe Airport runway. Globe's first production model of the new all-metal SWIFT was about to be test flown. Yarbrough took several runs back and forth on the airport strip, barely lifting the ship off the ground at intervals. Then he gave the signal that he was ready to go upstairs. The little plane took a short run and then left the ground. Globe's new SWIFT was in the air!

After a short flight, Yarbrough brought the ship back in for a smooth landing. Yarbrough had nothing but praise for the ship. "It handles beautifully, and will practically land itself," he said. President John Kennedy smiled and grasped the pilot's hand firmly. Vice president Bud Knox beamed, and a big grin lighted the countenance of General Superintendent Dave Kilgour."

If that isn't historical gold, I don't know what is! Enjoy these photos from the October 1945 *Globe Beam*, while I go to work on next month's story, "How Globe Aircraft Drew a Pair of Aces."



Left: Globe Beam Oct 1945 Cover: The cover of the October 1945 *Globe Beam* heralds the arrival of the GC-1A. Globe Aircraft Corporation president John Kennedy shakes the hand of chief test pilot, Ted Yarbrough, in the cockpit of Serial #2, NX3336. This aircraft today resides in the Swift Museum.

Right: Swift in factory hangar at rollout 1945 SN2 33336: Mechanics and technicians make final adjustments a few hours before the first production model, Serial # 2, rolls off the assembly line. In the background are two DC-3s Globe was re-converting from Army service back to airliners.



Left: Swift after first test flight: September 7, 1945: Globe president John Kennedy (in white hat and tie, on left side of fuselage) and crew gather around the Swift and chief test pilot Ted Yarbrough (in cockpit) after the first successful flight test.

A Valentine's treat from our Globe Aircraft Corporation archives.

This card was given to John Kennedy by his assistant, Norman Nicholson. It holds a swatch of the Kennedy tartan (Mr. Kennedy was of Scottish heritage). The handwritten note says, **"Dear Boss, Couldn't resist these at the Drake Men's Shop for a good Scotch Plaid Valentine for you. Very best regards, Norman"**

