

June 2011

The following pages inventory the documents contained in the folders identified by colors and numbers located in the cabinet drawer marked "STC's and 337's".

Color codes:

Green---Type Certificates (Airframes, Engines & Propellers)

Folder G1: Aircraft Type Certificates

Folder G2: Engine Type Certificates

Folder G3: Propeller Type Certificates

Yellow---Supplemental Type Certificates

Folder Y1: STC SA1-326

Folder Y2: STC SA 2-1007 thru SA-1008

Folder Y3: STC SA 2 GL

Folder Y4: STC SA 53 NW

Folder Y5: STC SA 68 SO

Folder Y6: STC SA 169 NW thru SA 185 BO

Folder Y7: STC SA 203 NW thru SA 255 SO

Folder Y8: STC SA 275 NW

Folder Y9: STC SA 345 SO

Folder Y10: STC SA 347 SO

Folder Y11: STC SA 382 SO

Folder Y12: STC SA 389 NW thru SA 4-403

Folder Y13: STC SA 452 NW

Folder Y33: STC SA 680 SE thru SA 1761 SO

Folder Y14: STC SA 1843 NW

Folder Y15: STC SA 1954 WE

Folder Y31: STC SA 2001 WE

Folder Y16: STC SA 2098 SO

Folder Y17: STC SA 2321 WE

Folder Y18: STC SA 2358 WE

Folder Y19: STC SA 2645 NW

Folder Y20: STC SA 2713 CE

Folder Y21: STC SA 2874 WE

Folder Y32: STC SA 3008 SW thru SA 3867 NM

Folder Y22: STC SA 4011 WE  
Folder Y23: STC SA 4061 WE  
Folder Y24: STC SA 4-1117  
Folder Y25: STC SA 5840 NM  
Folder Y26: STC SA 01175 NY  
Folder Y27: STC SA 0-LSA96-0010  
Folder Y28: LSTC Q-LSA95-33  
Folder Y30: LSTC Q-91-55

#### Blue---Airframe Repairs & Alterations

Folder B1: Pitot Mast  
Folder B2: Static port location  
Folder B3: Fin Spar Stiffener  
Folder B4: Canopy / Hatch  
Folder B5: Shoulder Harness  
Folder B6: Landing gear and Tail Wheel  
Folder B7: Landing gear and Tail Wheel (con't)  
Folder B8: Seats  
Folder B9: Wheels and Brakes  
Folder B10: Hydraulics  
Folder B11: Wings, Tips, Fairings, Center Section  
Folder B20: Wings, Tips, Fairings, Center Section  
Folder B20: Fuel Systems, Fuel vents, Aux Tanks  
Folder B12: Fuel Systems, Fuel vents, Aux Tanks  
Folder B19: Fuel Systems, Fuel Vents, Aux Tanks  
Folder B13: Fuel Systems, Fuel Vents, Aux Tanks  
Folder B20: Induction System  
Folder B18: Electrical System and Electronics  
Folder B14: Electrical System and Electronics  
Folder B20: Cockpit, Controls, Instruments, Vents  
Folder B19: Cockpit, Controls, Instruments, Vents  
Folder B15: Cockpit, Controls, Instruments, Vents  
Folder B16: Battery, Trim Control Relocation  
Folder B17: Airframe Repair and Rebuild  
Folder B20: Airframe Repair and Rebuild  
Folder B21: Smoke System

#### Red---Engine Changes, Repairs & Alterations

Folder R1: Lycoming Engines  
Folder R6: Lycoming Engines  
Folder R2: Continental Engines  
Folder R6: Continental Engines

Folder R3: Continental Engines  
Folder R4: Franklin Engines  
Folder R5: Engine Electrical Systems

White---Propellers (McCauley, Koppers & Hartzell)  
Folder W1: Prop Changes, Repairs, Alterations  
Folder W2: McCauley Propellers  
Folder W3: Koppers Aeromatic Propellers  
Folder W4: Hartzell Propellers

Orange---Miscellaneous Data  
Folders O1 through O24

Organizational Note: This complete file contains numerous STC's, Forms 337, Letters and other types of correspondence that contain a variety of items and subjects. Each piece of material is filed according to its major subject without regard to the other items that may be contained therein. If the material being sought is not listed as a major topic on this inventory, it may still be available in other areas but not listed. The date of each Form 337 shown in this inventory is the date that the subject aircraft was returned to service, i.e. the date shown in Section 7 of the form.

Note: It may appear throughout this inventory that some file numbers, (G1, Y17, B6, etc.) may be out of sequence or otherwise out of order. This occasional non-sequence is deliberate and the result of material added after the completion of the original inventory. Such new material was added in its appropriate location in the inventory but in new higher numbered folders in the actual file. Hence the appearance of non-sequence in the inventory listing.

### **GREEN FOLDERS (Airframe Type Certificates)**

G1-----Type Certificate Data Sheet No A766 (Revision 16) issued to the Swift Museum Foundation, Inc. Latest complete copy of the TCDS includes a correction to the Hartzell propeller pitch settings at 30" (vice 41") per Hartzell Maintenance manual #113B. Propellers BHC-C2YF-1BF/7663DR approved only for Cont'l I0-360D engines per STC SA 53 NW and HC-C2YK-1BF/F7666A2 approved only for Lycoming 0-360-A1A engines per SA803SO. Revision date: September 11, 2007

G1-----Type Certificate Data Sheet No A766 (Revision 13 ) issued to the Swift Museum Foundation, Inc. Complete copy of the TCDS . Issued June 9, 2003. Five pages.

G1-----Aircraft Specification Sheet # A-766. Includes the Type Certificate cover sheet and all approved installed equipment, instrumentation, required placards,

degrees of control deflection, propellers, fore and aft CG range and other information relative to both the Globe model GC-1A and B aircraft. Seven pages.

G1-----Civil Aviation Authority Australia letter issues a Certificate of Type Approval #A57 for the GC-1B. Includes the Certificate. November 24, 1992. Two pages

G1-----FAA internal letter with information copy to the Swift Museum Foundation revising Type Certificate A-766. Includes an advance copy of the changed TC. March 10, 1981. Two pages.

G1-----FAA bound pamphlet from Jim Pope. Includes a copy of all current AD's, all current STC's and a copy of the current (Revision 10) Aircraft Specification #A-766. Undated. Twelve page booklet.

### **GREEN FOLDERS (Engine Type Certificates)**

G2-----Type Certificate Data Sheet E3CE-5. Gives data and specifications on Cont'l IO-346-A, -B engines. July 6, 1965. Two pages.

G2-----Type Certificate Data Sheet E1CE. Revision 13 gives data and specifications on Cont'l IO-360-A, -B, -C, -D, -E, -G, -H, -J, -K, -AB, -DB, -GB, -HB, -JB, -KB and -ES engines. September 28, 1995. Four pages.

G2-----Type Certificate Data Sheet E-253. Gives data and specifications on Cont'l C-145-2, -2H & -2HP engines. March 1, 1974. Two pages.

### **GREEN FOLDERS (Propeller Type Certificates)**

G3-----Type Certificate Data Sheet P3EA. Gives data and specifications on McCauley constant speed propellers. Includes a letter from McCauley to Walter Wiemer discussing the interchangeability of their models D2A34C67 and 2A34C209 as they apply to Cont'l IO-360-C, -D, -H, -CB, -DB and -HB engines. November 28, 1995. Six pages.

G4-----CAA Propeller Specification Sheet P-889-3. Deals with McCauley hub model 2B36C1-A and blade model 78K-4. Gives maximum HP and RPM, total weight, allowable diameters and engine combinations. Sep 26, 1958. One page.

### **YELLOW FOLDERS (Supplemental Type Certificates)**

Y1-----Swift Museum Foundation **STC SA1-326**. Installs a Cont'l O-300-A, -B, -C, -D, -E, C-145-2, -2H engines in a Globe Swift, models A or B. Includes

propellers Sensenich models 74R, 74DC or McCauley model 1A170/DM7359. Also includes a one aircraft certificate, installation instructions, instrument markings, parts list, wiring diagram and supplemental aircraft flight manual. March 20, 2003. Ten pages.

Y1-----Swift Museum Foundation **STC SA1-326**. Installs a Cont'l 0-300-A in a Globe GC-1B. Feb 9, 1983. Three pages.

Y1-----Swift Museum Foundation letter to Jack Lawrence, FAA Atlanta ACO, providing a copy of Piedmont Aviation Inc. correspondence on STC SA1-326. Piedmont letter not attached. January 28, 1983. One page.

Y1-----FAA letter issuing **STC SA1-326** to the Swift Museum Foundation. Includes information on the moving of the record to the Orange Park Road, Georgia office. Feb 11, 1983.

Y1-----Form ACA 2417, **Supplemental Type Certificate SA1-326**. Piedmont Aviation applies for the STC to install a Cont'l 0-300-A engine vice the original Cont'l C-125 engine in the Swift. Includes installation instructions. April 29, 1959.

Y1-----FAA letter criticizing Swift Museum Foundation action in changing the last page of **STC SA1-326** by the adding of a non approved extra paragraph. Refers to Charlie's conversation with the Flight Standards District Office #27, in Washington, DC Feb 29 1996. One page.

Y1-----Swift Foundation initial response to the FAA criticism on the handling of **STC SA1-326**. February 7, 1996. One page.

Y1-----Certified mail receipt from E D Conley, FAA, Washington, D.C. Date unreadable. One page.

Y1-----FAA letter to Swift Museum Foundation acknowledges the corrective action taken by them to fix **STC SA 1-326**. It states that the record of this action will be purged in two years if regulations are continued to be followed. March 28, 1996.

Y1-----Swift Museum Foundation letter template to **STC SA1-326** holders announcing the FAA directed change to the STC for record purposes. Undated.

Y1-----FAA letter to Thomas G Kell indicates that his request to add the Cont'l 0-300-B,-C, -D, and -E engines as well as Sensenich propeller, models (M) 74DR and (M) 74DC to **STC SA 1-326** requires more data. Assigns Jerry Robinette as the case operator. June 1, 2001.

Y1-----Transport Canada letter to Oshawa Municipal airport Oshawa, Ontario, Canada acknowledges that a deviation from STC SA 1-326 by the installation of

a Cont'l 0-300-D vice a Cont'l 0-300-A engine is satisfactory. Includes the STC and the supporting Form 337 on GC-1B, N 90392. Jan 15, 1985. Six pages.

Y2-----Swift Alturair **STC SA 2-1007**. Installs a Lycoming 0-290-D1A or 0-320-A3A engines in the GC-1B per Corben Fette Enterprises design data. Includes installation instructions. Four pages. Reissued Sep 2, 1976.

Y2-----Corbin-Fette Enterprises, Inc **STC SA-1008**. Installs a modified trim system, closes the wing slots and shortens the stall strips PER Corbin-Fette drawing GTS-105, Change B, September 2, 1960. Applicable to Universal Globe Swift GC-1A & GC-1B. Circa 1961. One page

Y3-----Parker Hannifin Corp. **STC SA 2 GL**. Installs Cleveland wheels, brakes and an axle spacer on GC-1B aircraft. Includes Van Sickel drawings for installation and provides brake pad wear in procedures. April 1, 1981. Six pages.

Y4-----Machen Inc. **STC SA 53 NW** Amendment Report #02-1, March 28, 1977. Lists the combinations of wing tips, stall strip lengths and slot combinations that work adequately on the Swift. Cautions against the closed slots and no stall strip combination. Two pages.

Y5-----Swift Alturair **STC SA 68 SO**. Installs down draft cooling in the Cont'l C-125, C-145, C-0300 A/C/D powered Swift aircraft. Sept 2, 1976.

Y6-----Merlyn Products **STC SA 169 NW**. Installs replacement hydraulic power pack electric motor. Includes installation instructions report # 06-1. Calls for a Boch 4 pole motor (P/N 06-6000-501) and a hydraulic reservoir adapter plate. July 21, 1986.

Y6-----Swift Museum Foundation **STC SA 00184BO**. Installs the Ray Allen electric trim system in place of the original trim system. Includes Revision #1 to the Swift Flight Operations Manual and Continuing Airworthiness instructions. Also includes descriptive data on the system, wiring instructions, mounting details and drawings. November 20, 2003. Thirty four pages.

Y6-----Swift Museum Foundation **STC SA 00185 BO**. Install a McCauley 2A34C209/78CCA-2 propeller on a Swift when the aircraft is modified per Merlyn STC SA 53 NW. Includes a Revision #2 to the Swift Flight Operations Manual and a copy of the McCauley manual MPC-11, July 20, 2000.

Y7-----Machen Inc. **STC SA 203 NW**. Installs a Franklin 6A-350-C1 engine and McCauley 2A34C22/SF84-10 propeller per Machen report # 35 included. Sep 18, 1975. Twelve pages.

Y7-----Corben Development Corp. **STC SA 255 SO**. Installs a pair of auxiliary four and one half fuel tanks in the Globe GC-1B per drawings GTS-10. Includes an unnumbered drawing showing the layout of the installation, its plumbing and

venting. Incomplete in that the installation instructions are not included. May 7, 1963. Two pages.

Y8-----Machen Inc. **STC SA 275 NW**. Installs Lycoming I0360 A/C/D engines w/Hartzell HC-C2YK-1BF/F7666A2 propeller. April 2, 1976. Three pages.

Y9----Swift Museum Foundation **STC SA 345 SO**. Installs a Piper P/N 481-666 electric boost pump in lieu of the original hand operated wobble pump. Includes drawings and parts required. March 1, 1973/October 15, 2001. Reproduced copies @ \$ 20 each. Five pages.

Y9-----FAA Atlanta letter to Paul B Lacy acknowledging his request to transfer his **STC SA 345 SO** to the Swift Museum Foundation. Asks for more data before doing the change. Includes the endorsed transfer form. Jan 31, 1983. Three pages.

Y10-----FAA letter issues **STC SA 347 SO** to Henry Fosnocht Jr. for replacing the Cont'l C-125 engine with a Lycoming 0-360-A1D. Includes the FAA Form 2417 (Supplemental Type Certificate). July 22, 1966. Two pages.

Y10----- FAA letter to H A Fosnocht resolving the question of fuselage strength when installing a Lycoming 0-360. Includes a loading chart. Deals with his request for an engine change and his application for an STC. June 18, 1965. Two pages.

Y10-----Serv-Aero Engineering test report and installation instructions for Lycoming 0-360-A1A in N 78150. Report dated Jan 10, 1968; instructions dated Sept 18, 1968. Four pages.

Y11-----Machen Inc. **STC SA 382 NW**. Report #55. Installs 1835 lb. gross weight increase in the GC-1B. July 14, 1977 with data and Drawing #05-4000, Revision B.

Y11-----Machen Inc. Report # 55. Installs an 1835 lb. gross weight increase kit in N 80762. Includes a letter from Suzanne Evans to George Divanian dealing with a one aircraft only (s/n 165) approval for **STC SA 382 NW** use. November 14, 1977. Three pages.

Y12-----Machen Inc. **STC SA 389 NW**. Installs the 1970 lb. gross weight increase kit. Uses Machen report # 54. Lists engine markings and cockpit placard data. Sep 20,1977. Three pages.

Y12-----Merlyn Products drawing #05-4000, Revision B. Reference print of the 1970 lb. gross weight increase kit installation (spar reinforcement strap) per **STC SA 389 NW**. July 12, 1984. One page.

Y12-----Aircraft Windshield Company **STC SA 4-403**. Installs a one piece windshield in a GC-1A and GC-1B. Includes Stolp-Adams application Form ACA

2417, February 6, 1958 and Stolp-Adams installation instruction sheets. Includes a Univair instructions sheet also. June 4, 1973. Five pages.

Y12-----Darling Aircraft Corp. installation instructions for a Stolp-Adams bubble windshield in a Globe or Temco GC-1A/GC-1B, Swift. Pertains to **STC SA 4-403**. February 6, 1958. One page.

Y13-----Machen Inc. **STC SA 452 NW**. Installs auxiliary fuel tanks only in aircraft that have already been modified per Machen Inc. STC SA 382 NW or SA 389 NW. Uses Machen report # 59 included. Shows cockpit placards. Sep 20, 1977. Six pages.

Y13-----Machen Inc. Report #59. Installation instructions for two 13 gallon auxiliary fuel tanks, one in each outer wing panel. Descriptive data and installation instructions only. Part of but does not include **STC SA 452 NW**. April 4, 1977. Four pages.

Y13-----Comments on Machen Inc. Aux. Tank Installation in Temco/Globe Swift GC-1B (**STC 452 NW**). Provides detailed and cautionary instructions on how to install the 13 gal tanks in the outer wing panels. Includes Form 337 on N 413 L on which the work was done. Undated. Twenty one pages.

Y33-----Electronics International **STC SA 680 SE**. Installs Electronic Int'l Inc Model UBG-16 or UBG-16T bar graph engine analyzer per EII's Drawing list MDL 1111982, November 11, 1998 and Installation instructions 1111981, same date. Includes the GC series aircraft (Item #52) on page 11 of 14. March 10, 1999. 15 pages.

Y33-----Swift Museum Foundation **STC SA 803 SO**. Installs a Lycoming 0-360-A1A with a Hartzel 2D34C53-A/74E-0 propeller per Aeronautical Engineering Inc List Report Number R-274, August 12, 1974. December 20, 1999. One page.

Y33----Aviation Inspection & Repair Inc **STC SA 834 NW**. Installs a Piper blade pitot mast, closes the wing slots and replaces the existing wing tips with Beechcraft Model 35 modified tips. October 26, 1979. One page.

Y33-----Richard D Collins **STC SA1680 WE**. Installs a Lycoming 0-360-A1A, Hartzell HC-92ZK-8D/8447-12A propeller, a different pitot static system, a new fuel filler system, a different tail wheel fairing, a modified baggage shelf and a revised cabin interior. All changes done per R D Collins report #121167. Includes but does not list changes to the landing gear red light warning system. STC applies only to Globe Swift, S/N 175. May 21, 1968. One page.

Y33-----Appalachian Accessories **STC SA 1761 SO**. Installs stainless steel brake rotors, P/N 75-27 to the Globe Swift GC-1B. No drawings or installation instructions. March 20, 1985. One page.



Y14-----William Weaver **STC SA1843NW**. Installs a shoulder harness at 9 G's. Includes detailed drawings. March 18, 1983. Four pages.

Y15-----James Gettis **STC SA 1954 WE**. Installs Lycoming O-360-A1A with a McCauley 2D34C53/74E-0 propeller. Shows ownership transferred to Jim Sliger, Athens, Tennessee, November 15, 1972 w/ placard data and engine limitations. June 23, 1969.

Y31----- Continental Avionics, Inc. **STC SA 2001 WE** installs the Brittain model B2C Flight Control System in the Globe Swift, GC-1B. Includes a revision to the required basic flight manual and a letter from the FAA that requires that the STC be used on a single plane basis, not on a multiple basis. STC dated August 29, 1969 and the FAA letter dated Nov 4, 1969. Four pages.

Y16-----J H Thomason **STC SA 2098 SO**. Installs a pneumatic squat switch in the landing gear system of the Globe Swift aircraft. Includes a single aircraft certificate, wiring diagram and Pilot Operating Handbook data updates. April 24, 1987. Five pages.

Y17-----Jess H Meyers **STC SA 2321 WE**. Installs smooth wing skins on a GC-1A and GC-1B. Cover sheet only. Mar 15, 1971

Y18-----Swift Alturair **STC SA 2358 WE**. Installs fiber glass wing tips on GC-1B aircraft. Cover sheet only. Sep 2, 1976. One page.

Y19-----Jack Nagel **STC SA 2645 NW**. Installs the sliding bubble canopy on the Swift. Cover page only. Current owners previous address: Flight Solutions, P.O. Box 160, Montgomery City, Missouri.

Y20-----PRONAV **STC SA 2713 CE**. Installs a PRONAV Global Positioning System, GPS-100 Navigator per drawing # 005-00003-00. April 25, 1991. One page.

Y21-----Walter T Marple **STC SA 2874 WE**. Installs Cont'l IO-360-D, Cleveland wheels and brakes and increases the gross weight to 2175 lb. on a TEMCO TE1-B (T-35). May 3, 1974. Five pages.

Y32-----Mitchell Ind. **STC SA 3088 SW-D**. Installs a Mitchell Industries Automatic Flight system Model AK564. Includes all reference data, drawings, parts lists and instructional material to install the Century I Autopilot with an Omni tracker. December 12, 1975.

Y32-----Jack Nagle Enterprises **STC SA 3867 NM**. Installs numerous items to include different wing root fairings, wing tips, engine cowl, fuel tanks, instrument panel, trim control, cockpit ventilation, 500-15 tires, tail wheel retraction system, main gear fairings, gap seals, vertical fin reinforcement, and flush riveting. One time STC only for Globe Swift S/N #246. Includes covering Form 337, July 14, 1987. July 8, 1987. Three pages

Y22-----Monte Zema **STC SA 4011 WE**. Installs P-51 type gear doors on a GC-1B using Chuck Lischer drawings (SGD-102 and SGD-103), sketches and instructions (SDG-104). Jan 30, 1984. Four pages.

Y23-----FAA letter to Monte Zema discussing not amending his **STC SA 4061 WE**, stick installation changes w/attachments and drawings. Jan 30, 1997. Seven pages.

Y23-----Chuck Lischer **STC SA 4061 WE** with installation instructions for dual control sticks. Includes one drawing.

Y24-----FAA letter approval to L Wilkinson on his baggage compartment / turnover structure alteration. Approves and issues **STC SA 4-1117**, May 18, 1960. Includes complete submission w/ drawings. Eleven pages.

Y25-----Letter from Vieto Logue includes his **STC SA 5840 NM**. Installs a Lycoming 0320-A1A w/Hartzell HC-82XC propeller in a GC-1B. Sept 18, 1992. Five pages

Y26-----DAP Technical Services **STC SA 01175 NY**. Installs a 60 amp alternator in the GC-1B. Includes original generator wiring diagram, alternator wiring diagram, test procedures, test equipment use diagram and installation instructions. Complete. March 20, 2000. Nine pages.

Y27-----Canadian Limited **STC O-LSA96-0010**. Installs a Sensenich model 74-DC-0-62 propeller on GC-1B, registration C-FHKV/1205. Includes Engineering Order E O FB-Swift-03. March 6, 1996. Twenty six pages.

Y28-----2901561 Canada Inc. **Limited Supplemental Type Certificate Q-LSA95-33**. Includes Francois Bougie case file on his attempts to get DOT Canada to approve the installation of a three indicator oil condition monitoring gage (P/N MS28043-1) and an electrical temperature sensing bulb (P/N MS28034-3). June 2, 1995. Fifty five pages.

Y28-----Revised 2901561 Canada Ind. LSTC issued to Francois Bougie. Includes the requirement to only be valid when flown with a Cont'l C-125 engine or the approved change engine, a Cont'l 0-300-D engine. September 8, 1995. Fourteen pages.

Y29-----CAA letter to all safety offices outlining new procedures on issuing STC's. March 28, 1956. Fourteen pages.

Y30-----**Limited Supplemental Type Certificate Q-LSA91-55** issued to Francois Bougie for Globe Swift, GC-1B, C-FHKV, for replacement of the existing generator with a 60 amp alternator. May 30, 1991. One page.

## **BLUE FOLDERS (Airframe Repairs and/or Alterations)**

### **BLUE FOLDERS (Pitot Mast)**

B1-----Form 337----N 79 K. Installs a Piper pitot mast after removing the original Globe Mast. Uses FAR 23.1301(a) & (d) as authority for this installation. Indicates additional sheets involved but not attached. **FAA approved.** June 23, 2005. One page.

B1-----Form 337----N80744. Installs a complete replacement pitot/static system using a Piper P/N 65797-05 (non heated) mast and a pair of modified Cessna P/N S347-1 static ports. Includes drawings, installation instructions and flight testing procedures. **FAA approved.** Eight pages. December 17, 2006.

B1-----Form 337----N3214K. Installs Piper P/N 69041-2 pitot mast in place of the original airspeed mast Globe P/N 11-510-3386. **FAA approved.** One page. Oct 28, 1995.

B1-----Form 337----N78048. Installs Piper P/N 69041-02 airspeed mast in lieu of original Globe mast P/N 11-510-3386. **FAA approved.** March 26, 1981. One page.

B1-----Form 337----N78077. Installs Piper P/N 69041-02 airspeed mast in lieu of original Globe mast P/N 11-510-3386. **FAA approved.** July 15, 1995. One page.

B1-----Form 337---N3209K. Installs Piper P/N 69041-2 airspeed mast in lieu of original Globe P/N 11-510-3386. **FAA approved.** March 15, 1991. One page.

B1-----Airspeed calibration instructions by Bud Furney w/data and chart for N78168.

B1----Sketch of pitot installation change from original style to new style per STC SA 2-545. No supporting authorization. Six pages. Undated.

### **BLUE FOLDERS (Static port location)**

B2-----Letter from Luscomb Airplane Co.(not TEMCO) on where to locate the repositioned static port on the aft portion of the fuselage of the GC-1B for improved static pressure. Dec 10, 1952.

## **BLUE FOLDERS (Fin spar stiffener)**

B3-----Form 337----N 2387 B. Installs a fin spar stiffener (S-170). **FAA approved.** November 16, 1999. One page.

B3-----Form 337----N 78069. Installs fin spar stiffener (S-170). Incomplete in that Block 7, Return to Service is not signed. **FAA approved.** March 10, 1995. One page.

B3-----Letter from Richard Collins, March 31, 1981, discussing a proposed stiffener for the horizontal stabilizer. Includes related calculations and drawings

B3-----Form 337----N 80856. Installs new ribs in both horizontal and vertical stabilizers. Installs a doubler on the lower end of the fin spar. No FAA approval. Oct 28, 1985.

B3-----Form 337----N 21 F. Installs a fin spar stiffener (S-170). Includes a FAA letter determination that the installation is a minor alteration and needs only a log book entry. Form dated June 29, 1984. Letter dated October 24, 1985. Three pages.

B3-----Drawing by Richard Collins on a proposed horizontal stabilizer stiffener. May 19, 1981.

## **BLUE FOLDERS (Canopy / Hatch)**

B4-----Form ACA 337----N 80730. Installs and reconfigures rear original windows to resemble the TEMCO "New Look" type.. **CAA approved.** July 17, 1947

B4-----Form 337----N 3716 K. Installs a change to the canopy by hinging in the middle. Installs TEMCO "New look" kit. **FAA approved.** May 16, 1973

B4-----Form ACA 337----N 78270. Installs canopy hatch by hinging in the center via piano hinge. No FAA approval. January 17, 1962.

B4-----Form 337----N 90363. Installs "New Look" kit (flat deck and D windows) per Globe Drawing #11-213-5096. April 30, 1986.

B4-----Form 337----N 78270. Installs "New Look" kit per Temco drawing # 5095. No backup data. Oct 6, 1948. One page.

## **BLUE FOLDERS (Shoulder harness)**

B5----Form 337----N 80744. Installs a Hooker Shoulder Harness using FAA policy letter ACE-00-23.561-001. Includes Installation instructions, part drawings

and a letter from the Oklahoma City FSDO acknowledging the satisfactory demonstration of a pull test as required by the policy letter. **FAA approved.** January 26, 2005. Seven pages.

B5-----Form 337----N 3224 K. Installs shoulder harness and seat belt system per STC SA 1842 NM. (Possible error: STC should read SA 1843 NM). August 7, 1993. One page.

B5-----Letter describing shoulder harness installation at nine "G's". Submitted by Chuck (no last name). July 6, 1980. One page.

B5-----Drawing showing half of the Weaver Aviation installation of shoulder harness in a GC-1B. Undated. One page.

B5-----FAA policy statement on shoulder harness installation in non such equipped aircraft. Policy #ACE-0023.561-01, Sept 19, 2000. Complete. Seventeen pages.

### **BLUE FOLDERS (Landing gear and Tail wheel)**

B20-----Form 337----N 3719 K. Installs a Custom Classic Performance kit which includes new smaller tires (15X600-6), reduced wheel well openings and a modified (shortened) stall strip. Uses ATI Report #50585 and Drawing #850521 as the instructional basis for this alteration. **FAA approved.** August 23, 2006. One page.

B20-----Form 337----N 79 K. Removes the center section skins (both sides) and installs Custom Classic Performance kit. Installation includes smaller tires (15X600-6), shorter stall strips and new leading edge skins with smaller wheel well openings. Uses ATI Report # 50585 and Drawing # 850521 for the installation procedure. **FAA approved.** March 25, 2003. One page.

B20----Form 337---N 3224 B. Installs extended landing gear doors per STC SA 4011 WE. February 28, 1985. One page.

B6-----Form 337----N 96 CC. Master Copy Charlie Cummings letter giving his wheel closure and 15X6.00-6 tire and stall strip change to the Swift Assn. Includes Aeronautical Technologies Inc. drawing #850521. Complete paperwork. **FAA approved.** Jan 9,1986

B6-----Form 337----N 78099. Installs Custom Classic Performance Kit including the smaller wheel opening, smaller tires and shortened stall strips. Also includes a wheel opening template. **FAA approved.** Jan 7, 1992

B6-----Wiring diagram for two red and two green gear position lights. Submitted by D Pruitt, Sep 25, 1978.

B6----Modified Richard Collins 1965 drawing of the two green lights gear down position light indicating system. Modified to include three green lights if a tail wheel retract system is installed. Basic drawing taken from page 85 of the Swift maintenance manual.  
Undated. No signatures or author.

B6----Letter to Charlie from Bill Vandersande providing current data on the availability of the BZ-7RQ1T and MC7711 micro switches that work with the gear, flap and throttle warning mechanisms. Includes Honeywell Micro Switch drawings by part number. Dec 18, 1995. Three pages.

B6----Drawing of landing gear warning and landing gear operation circuits incorporation two green gear down lights and a warning horn vice the red flasher light. Includes a hand written explanation of how the system works. Applies to N 80973. Undated. One page.

B6----Form 337----N 90 CM. Installs long gear doors using Lischer data and other sketch type drawings. **FAA approved.** April 26, 1985

B7----Form 337----N 78270. Installs a brace between the two emergency pull down cable brackets in the wheel to reinforce the assembly and help prevent bracket damage.  
**FAA approved.** Sept 28, 1973. One page.

B7----Form 337----N 191 K. Installs new and different landing gear doors. Includes five pictures and a sketch drawing of the dimensions and components of the new door.  
**FAA approved.** November 2, 1978.

B7----Form 337----N2387B. Installs a double fork 6 inch tail wheel vice the original single fork unit (removes item 202 on the TC). **FAA approved.** Nov 16, 1999. One page.

B7----Letter from John Ohnstad discussing the problem of gear retraction. Gives his thoughts on how the problem can be analyzed and fixed. Includes his sketch of the retraction linkage. Four pages.

B7----Letter from Oscar S Beckham explaining how he repaired his landing gear struts without having to jack up the aircraft to remove the strut. Includes sketch drawings of the homemade tool he engineered and a drawing of how the pieces fit together and fit onto the aircraft. Also includes detailed instructions on how to accomplish the repair work. April 3, 1980. Twelve pages.

B7----Letter from Harvey Krause asking if anyone has a fix for worn landing gear link braces (P/N -2301). Includes a sketch of his problem area. Undated. One page.

B7-----Letter from Joe Kirby explaining his gear retraction/extension problem and how he felt that he had been ripped off by a repairman. July 1, 1979. One page.

B7-----Sketch drawings of a retractable tail wheel with the hydraulic plumbing and electrical wiring. Sheets 2&3. Undated.

B7-----Letter from Buzy Wilson discussing his use of a warning horn to alert the pilot that the flaps were down but the landing gear was not. Includes a sketch drawing on how the system parts fit together. September 1, 1998. Two pages.

B7-----Scott Model 3400 and 3425 tail wheel parts and price list from page 956, Cooper Industries catalog.

### **BLUE FOLDERS (Seats)**

B8-----Form 337----N 3817 K. Removes the original Globe seat cushions (2) and seat back (1) and installs a pair of Cessna 150 seats and rails. Reuses the original seat belt anchoring locations. **FAA approved.** October 6, 2003. One page.

B8-----Form 337----N 79 K. Addendum sheet to an original Form 337 that installs Cessna 150 seats in the referenced aircraft. Item 8 references only the Continuing Airworthiness Instructions for this previous installation. **FAA Approved.** June 28, 2006. One page.

B8-----Form 337---N 78209. Installs Cessna 150 seats , rails and rail supports. Provides a three view sketch of the installation technique and gives materials needed. **FAA Approved.** May 21, 2003. One page.

B8-----Form 337---N 80762. Installs Cessna 150 seat and seat rails. Implies the installation was done by persons unknown. Rails are supported by wooden spacers. July 8, 2003. One page

B8-----Form 337----N 3224 K. Installs identified seats and attachment rails in lieu of the original Globe seat and back cushions. Includes one page of four picture views of the installation. No FAA approval. September 8, 1991. Two pages.

B8-----Form 337----N 3323 K. Installs Cessna C-150 seats. Also installs Piper control wheels. **FAA approved.** Nov 16, 1977.

B8-----Form 337----N 3238 K. Installs Cessna C-150 seats. **FAA approved.** April 24, 1969.

B8-----Form 337----N 78137. Installs C-150 seats on  $\frac{3}{4}$  inch wood spacers. Includes installation drawing. **FAA approved.** Sept 22, 1989.

B8-----Form 337----N 2339 B. Installs C-150 seats on  $\frac{3}{4}$  inch wood spacer. **FAA approved.** May 26, 1989 One page.

B8-----Form 337----N 78256. Installs C-150 seats on a one inch spacer. **FAA approved.** June 20, 1991.

B8-----Form 337----N78120. Installs Cessna 150 seats. Gives sketch drawing of seats and the installation thereof but without dimensions or narrative. No FAA approval. May 20 1976. One page.

B8-----Form 337----N219C. Installs Cessna 150 seats using  $\frac{3}{4}$  inch plywood spacer under the standard Cessna track. FAA approved. Without drawings. One page. June 26, 1975.

B8-----Form 337----N 58 KB. Installs 1967 Cessna seats and rails supplied by Cessna. Installs a Stinson spinner designed for the McCauley propeller. Moves the battery from the firewall to the baggage compartment. Lists STC SA2-1007 as the authority for the battery move. Includes a sketch of the seat installation. **FAA approved.** January 31, 1972. One page.

B8-----Instruction sheet by Charles Stutesman on how to install a rear seat in a GC-1B. Includes seven sketch drawings and a note from Chuck Kraft who sent the paperwork in to Swift. No FAA approval included or indicated.

## **BLUE FOLDERS (Wheels and Brakes)**

B9-----Form 337----N 80744. Installs fabricated steel tube brake links with rod end bearings in lieu of the original aluminum brake links (Globe P/N 11-532-1830). Includes parts list and regulatory compliance data. **FAA approved.** November 18, 2001.

B9-----Form 337----N 80744. Installs Cleveland wheel and brake kit #199-48 per Van Sickle STC SA 2 GL. October 30, 2001

B9-----Form 337----N 3345 K. Installs Cleveland wheel and brake assembly per Van Sickle Ind STC SA2GL. April 15, 1974.

B9-----Form 337----N 78169. Installs Cleveland wheels and brakes. Disc brake assembly # 30-18 and wheel assembly # 40-28. No STC for the Swift referenced but does reference Stinson STC A2285 WE. Also changes the trim system to include the Cessna 150 trim wheel, sprocket, chains and trim indicator. Mounts between the Globe seats on the cockpit tunnel. No FAA approval. Aug 15, 1970. One page

B9-----Form 337----N 3787 K. Installs Cleveland kit #199-48 (wheels and brakes). Installs Aeroflash strobes, model 156-0003, Installs fuel used totalizer, model FFMD3-1 with compatible FloScan model 201B transducer. No FAA approval. June 12, 1984



B9-----Letter from F T Dowbarn explaining how the copilot brakes can be installed using the Temco drawing #11-532-R3717. Undated.

B9-----Installation of Copilots brake system instruction sheet for Swift GC-1B, N 80973, s/n 1166. Includes a firewall sketch, an under the instrument panel sketch and a parts list for how the components fit together. Sketches dated Aug 19, 1968.

## **BLUE FOLDERS (Hydraulics)**

B10-----Form 337----N 79 K. Removes the original Adel 12V hydraulic power pack motor and installs a Honda 450/750 motor in the existing location. Modifies the new motor drive shaft to mate with the existing pump coupling. Electrical requirements remain unchanged. **FAA approved.** March 24, 2006. One page.

B10-----Form 337----N 219 C. Reports work previously done by persons unknown. Installation of an unnamed 12v electric motor for the hydraulic pump. Indicates no parts available with only complete motor replacement as the only repair option. No drawings. **FAA approved.** August 12, 2002. One page.

B10-----Form 337----N 80744. Installs a replacement Honda CV450 motorcycle starter motor for the original Adel power pack drive. Includes a parts list and dimensioned drawings plus an instructional guide on how to manufacture and assemble the components. **FAA approved.** Instructions dated January 6, 2002 and the Form dated February 23,2002. Nine pages.

B10-----Form 337----N3735K. Installs a new more modern 12 volt hydraulic pump drive motor (motor manufacturer not named). No drawing or construction instructions included. **FAA approved.** June 24, 2000. One page.

B10-----Drawings and data to install a Honda 350 starter motor as a replacement for the Adel hydraulic pump electric motor. Undated and unsigned.

B10-----Form 337----N3716K. Installs a Ruleto Industries electric motor as a replacement for the Adel hydraulic pump motor. July 7, 1961

B10-----Form 337----N 2385 B. Installs auxiliary hand pump for the gear and flap hydraulic system. No FAA approval. Undated. Two pages.

B10-----Form 337----N80540. Installs an alternate hydraulic hand pump for modification of the gear and flap extension and retraction system. Includes a detailed sketch drawing. **FAA approved.** April 2, 1968. Two pages.

B10-----Installation instructions to put a Bushby-Leins auxiliary hand pump in the GC-1B hydraulics system. Submitted by W F Meyer. Oct 12, 1970. Two pages including one that is the back side of a Form 337. No FAA approval.

B10-----Form 337----N 80796. Installs replacement 12 volt electric motor as a drive motor for the hydraulic power pump. **FAA approved.** Sept 9,1999

B10-----Civil Aviation Authority Australia letter to the Swift Museum Foundation validating and adding to the Register the installation of an electric wobble pump in the GC-1B. Sept 7, 1994. One page.

B10-----Form 337----N 3787 K. Installs item 602 (Ruleto hydraulic system modification) from the specification sheet A-766 on this aircraft. July 23, 1962. One page.

B10-----Joe Zito instructions on how to change the hydraulic pump to his model and reset the pressure. Includes a sketch drawing of how the plumbing goes together for testing. Undated. Three pages.

B10-----Sketch drawings on how to add a hand pump to the existing hydraulic system of a GC-1B. Shows parts needed but no dimensions. October 15, 1958. Two pages.

### **BLUE FOLDERS (Wings, tips, fairings & center section)**

B20-----Form 337----N 90341. Installs new outer wing panel leading edge skins (Sta 63 to Sta 156) thereby eliminating the original wing slots. Fabricates three new owner produced nose ribs for the slot area. Lists STC SA 2-1006 as the approval for this closure work and one time STC SA 834 NW. **FAA approved.** July 11, 2006. One page.

B20-----Form 337----N 39 LM. Installs owner developed flap gap seals between the flap and the underside of the wing. Uses STC SA 3867 NW as justification for the installation method which is applicable to a different Swift. **FAA approved.** April 14, 2007. One page.

B20-----Form 337----N 39 LM. Installs modified and lengthened wing trailing edge to fuselage fairings. References STC SA 3867 NW for approval on another aircraft but not this aircraft. **FAA approved.** April 14, 2007. One page.

B11-----Form ACA 337----N 3232K. Installs cut down Cessna 170 wing tips using the original Swift tip mounting holes. Includes a sketch drawing and a calculation of increased minimum stall speed. June 26, 1953. Two pages.

B11-----Form 337----N 2307 B. Replaces wing bulkhead # 11-020-2953R with the proper item, bulkhead P/N 11-020-2359L. March 8, 1969. Two pages.

B11-----Form 337----N 78270. Removes modified wing tips and installs fiber glass tips per STC SA 2-1241. Oct 3, 1973. Two pages.

B11-----Form ACA 337----N 78270. Installs tip end plates per Data WEH in STC SA2-535. March 20 1960. Two pages.

B11-----Form 337----N 80860. Repairs corroded lower right center section spar cap. Incomplete form as no Item 8, Description of Work, is included, just a sketch drawing. Aug 30, 1985. One page.

B11-----Form 337----N 80589. Repairs corroded lower left spar cap with 16 inches of 4130 N steel. Removes corrosion on wing nose ribs and replaces the skin also. Makes other skin and fuselage repairs. Nov 20, 1974. One page.

B11-----Form 337----N 3284 K. Installs reworked outer lower wing attach fittings per Temco Service Bulletin # 27. **FAA approved.** Sep 7, 1992. Two pages.

B11-----Form 337----N 3269 K. Installs a pair of modified Beech Baron wing tips vice the original Globe tips. Includes detailed descriptions and pictures of the modified Baron tips. Also includes a sample request to the Flight Standards District Office (FSDO) on how the request was presented for approval. **FAA approved.** May 3, 1996. Seven pages.

B11-----Form 337----N 80913. Discusses a major repair to the wing spar and how it was done but does not provide sketches or drawings. Includes a letter from Joe Neff asking for help and suggestions about airspeed. Cover letter dated Sep 12, 1974. Form dated March 13, 1959. Two pages.

B11-----Form 337----N 80970. Repairs the forward spar wrinkles per Temco drawing R11-020-0001. Drawing obtained from Universal Aircraft Ind., Denver, Co. June 23, 1968. One page.

B11-----Form 337----N 80762. Installs a 1835 lb. gross weight increase strap (P/N 05-4001-1) per Merlyn Products drawing #05-4000. Installs a Lycoming engine vice the original Cont'l C-125. **FAA approved.** March 20, 1994.

B18-----Form 337----N80796. Reskins both outer wing panels with smooth skins top and bottom. Stiffeners added to the inside of the skin structure. **FAA approved.** September 18, 2001

B18-----Form 337----N219C. Installs fiberglass wing tips per Swift Tech Co. Master Drawing list S-100-2, STC SA 2358 WE. Includes the front page of the STC but nothing more. July 11, 1983. Two pages.

B18-----Form 337----N 219 C. Installs modified fiberglass wing tips. Lists STC SA 4395 as the reference. April 10, 1981. One page.

B18-----Form 337----N 219 C. Installs Custom Classic Performance kit per ATI Report #50585 and drawing #850521. Modification includes wheel wells, tires and stall strip changes. No FAA approval. May 15, 1986. One page

B11-----Personal Plane Services drawing # 100 showing doubler repairs to the rear spar to N80913. Includes dimensions, rivet patterns and materials. March 3, 1959.

B11-----Drawing of the installation of modified Beech Bonanza wing tips (Beech P/N 35-175001) for the GC-1B. Refers to STC SA 4-156 as approved for use on N 80972, Nov 8, 1952. Submitted by Preston Johnson. Undated. Two pages.

B11-----Form 337----N 80625. Installs tank type wing end plates, plastic dorsal fin and removes the 15 pound weight from emphenage station 172. Includes weight and balance calculations. Sep 28, 1962. Two pages.

B11-----Form 337----N 78048. Installs flap gap seals under the wings. Includes a sketch of the installation. **FAA approved.** October 28, 1995.

B11-----TEMCO drawing # R11-020-0001 (Standard Front Spar Repair). Identifies how to repair and stiffen the forward spar web that has been wrinkled as a result of hard landings. Gives dimensions, hardware and parts required. January 1949. Two pages.

B11-----Form ACA 337-----N3704K. Incomplete form discusses the repair of the right side and center section per Temco drawing R11-020-0001. Front of page only. Oct 21, 1949.

B11-----Partial TEMCO drawing R11-020-0001 with note from Charles Kerner. Details wing spar wrinkle repairs. Includes a note that the GC-1A is not authorized to have fuselage auxiliary fuel tanks. Undated. Two pages.

B11-----Form ACA 337----N3704K. Spliced the right side of the wing spar and added diagonal reinforcing angles between the ribs. Includes a sketch drawing of the repaired area. January 12, 1956. Two pages.

B11-----Note from William Polley with sketches how he repaired the extra tie down holes drilled in the lower spar cap of his GC-1B. Includes the associations newsletter request for such information. September 9, 1974. Three pages.

B11-----Case file on Chesley's attempts to obtain a STC for the changing of the 36 inch existing stall strips on the Swift to strips that are 14.75 inches long on the outer area of the original strip locations.

B11-----Purchase documents and manufactures certification for Globe P/N 11-010-3554, lower wing attach fitting. Data furnished by Jim Jones. Eight pages. Nov 1981.

## **BLUE FOLDERS (Fuel system, Fuel Vents, Auxiliary Tanks)**

B20-----Form 337----N80637. Installs a replacement fuel selector valve, Andair Valve P/N EFS20f5-F in the original aircraft fuel valve location. **FAA approved.** October 3, 2008. Two pages.

B20-----Form 337----N 78137. Addendum Form 337 to a previously filed Form 337 that replaced the original Globe fuel selector valve with a new Andair Valve, P/N FS20X5-F. This Form 337 addresses only the Continuing Airworthiness Instructions applicable to the new valve installation. Includes a sketch of the installed valve in the fuel delivery system. **FAA approved.** December 13, 2006. Two pages.

B12-----Form 337----N 39 LM. Installs a pair of 11.4 auxiliary wing fuel tanks, one in each outer wing panel, using Engineering Report #57-040994 as authority. References STC 452 NW for similarity except that that STC uses 13.5 gallon tanks. Includes a sketch of the tank arrangement and fuel valving. **FAA approved.** April 14, 2007. Two pages.

B12-----Form 337----N 80687. Installs integral wet wing tanks vice the original wing tanks per Temco drawing # 6000. **FAA approved.** October 20, 1994. One page.

B12-----Form 337----N 78292. Installs electric boost pump, Cont'l C-145 engine, cockpit cover changes, new stabilizer skins and fin spar stiffener. No FAA approval. May 5, 1986.

B12-----Form 337----N 80760. Installs an Bendix electric fuel boost pump on the firewall in lieu of the second engine driven fuel pump on the engine in this GC-1A. **FAA approved.** September 27, 1968

B19-----Form 337----N 3284 K. Installs two separately made auxiliary fuel tanks, one in the left and one in the right wings at stations 65 through station 95. No STC listed. Includes sketch of fuel routing. **FAA approved.** August 7, 1992. Two pages.

B19-----Form 337----N 219C. Installs auxiliary fuel tanks in the outer wing panels per STC SA 452 NW. Also installs gross weight increase kit per STC SA 389 NW using Machen report # 54. Includes the STC SA 389 NW and Report #54. April 6, 1979. Eight pages.

B19-----Form 337----N 219 C. Installs a Bendix electric fuel pump P/N476087 in parallel with the existing wobble pump. Includes a sketch of the installation with parts identified. **FAA approved.** September 5, 1972. One page.

B19-----Form 337----N 80949. Installs 11.4 gallon fuel tanks in the outer wing panels per Engineering Report #57-040994, April 12, 1994 and FAA Form 8110-3. Removes auxiliary fuel tanks in the fuselage belly. Also adds gross weight

increase kit per STC SA 389 NW. No FAA approval for the wing tanks installation. May 7, 1994. One page.

B12-----Form 337----N 3787 K. Installs auxiliary tanks in the outer wing panels per STC SA 255 SO. Installs bubble windshield per STC SA 4-403 July 20, 1970. Three pages.

B12-----Form 337----N 78169. Installs 9 gallon aux. fuel tanks in the aft fuselage. **FAA approved.** May 11, 1963.

B12-----Sketch of installed 9 gallon fuselage fuel tank with fuel line hookup in a GC-1B. Undated. One page.

B12-----Detailed analysis of thirteen gallon verses eleven and ½ gallon tank installation in the wing panels of the GC-1B. Includes data on the STC SA 452 NW engineering report # 57-040994. Undated. Fifty five pages.

B12-----Form ACA 337----N 78270.. Installs 9 gal auxiliary fuel tanks at fuselage station 61. Installs Temco tail wheel channel P/N # 1484. Installed per Temco drawings. June 22, 1952. Two pages.

B12----Form 337----N 3812 K. Installs a pin in a Cont'l engine driven fuel pump, P/N 628157-2A1. Includes a detailed drawing of the installation. **FAA approved** but has no return to service signature.

B12-----Memorandum from Bill Menefee discussing a change to the auxiliary fuel boost pump installation given per STC SA 345 SO. Infers a local IA determined the pump might not flow upon engine driven pump failure and the change he talks about was supposed to fix the problem. January 27, 1976. Two pages.

B13-----Form ACA 337------(Aircraft unknown). Incomplete form in that it is only the reverse side of the form with an additional sheet attached. Discusses the modification of the fuselage to accept two 7.5 gallon auxiliary fuel tanks in the aircraft belly. Sept 25, 1959. Two pages.

B13-----Form 337-----N 80730. Corrects previously installed Corbin Development Corp. auxiliary tanks paperwork Performs the required completion inspection and weight & balance calculations. Sept 18, 1965. One page.

B13-----Form 337----N 413L. Installs auxiliary wing tanks, modified gear doors, modified canopy and aft windows and a 1970 lb. gross weight increase kit. Uses Machen STC SA 452 NW. May 24, 1977. One page.

B13-----Form 337----N 2424 B. Installs a Brackett air filter BA-5110 per STC SA 71 GL which does not apply to this modified aircraft. **FAA approved.** August 6, 1999. One page.

B13-----G D Xiggoros & Associates installation drawings (SW-1, SW-2 and SW-3) for 9 gallon auxiliary tanks in the Swift. Includes part numbers, position

references, required hardware and other related data. Left side view on one page and rear view on the other. December 2, 1980. Two pages.

B13-----Bendix Energy Controls Division Notice and Service Bulletin RS-43. Deals with fuel flow dividers that may have a problem with the cover gasket, P/N 2537013. Gives overhaul instructions and requires a blue dot to be added to the case of each repaired flow divider. Dec 16, 1964.

B13-----Drawing of AC fuel quantity gage and transmitter for the right wing of Swift, N80973. Undated. One page.

B13-----Sketch drawing of "old" style vent system for the GC-1B. Undated. One page.

B13-----Gordon Scott letter to Charlie providing sketch drawings of the fuel vent system as he has as he has his aircraft modified. Includes three sketches and some instructions on how to assemble the modified system. Four pages. September 30, 1973.

B13-----Memorandum from Paul Lavin discussing the fuel vent problem in his aircraft. Seems he could not get the right tank to accept the last 5 or so gallons at each filling. Includes a sketch of how his "fix" is fitted in the aircraft. November 15, 1973. Four pages.

B13-----Sketch drawing of where to install an electric boost pump. Pencil drawing only without references. Undated. One page.

B13-----Drawing of a proposed twin drain valve system to enable the draining of both the fuel sump and the fuel strainer simultaneously using interconnected Hoke valves. Includes the Hoke catalog showing the valve specifications. System installed in Swift, S/N 306. Undated. Two pages.

B13-----Letter from Sam Sax includes information about Purolator Products hydraulic filters that can be changed to fuel filters by using different type seals. Also includes flow charts on the described filters. April 29, 1996.

B13-----Purolator fax response to an inquiry about using oil filters as fuel filters. Includes descriptive data about Purolator P/N 572744 (AN 6235-3A). Includes a caution to change the O-ring seals to fluorocarbon material. February 22, 1996. Three pages.

B13-----GEBE Instruments letter from Gerard Boleis providing some descriptive literature on the Sheltech Fuel Data Computer, models SP500 & SP510. Includes sales literature and sales fliers. August 12, 1992. Twenty two pages

B13-----Symbolic Displays Inc. (SDI) literature on model CFS 1000/2000. Includes a description, installation kit instructions, operational testing procedures, type specifications and drawings. Sept 1978. Eleven pages.

## **BLUE FOLDERS (Induction System)**

B20-----Form 337----N 3224 K. Installs a Bracket model #5110 air filter. Lists STC SA- 71 GL as authority. No FAA approval. October 16, 1992.

B20-----Form 337----N 3224 K. Installs a remote carburetor air box intake, a new air box receiver, screen, 3 inch SCAT hose and Cessna induction air filter, P/N C294-510-0301. No FAA approval. September 8, 1991. Two pages.

## **BLUE FOLDERS (Electrical & Electronics)**

B18-----Form 337---N 80762. Installs a Garmin 530, GTX 327, GMA 340, Century NSD 1000 HIS system, GA 56 antenna and related hardware. Installation uses a new blank flat instrument panel. **FAA approved.** June 6, 2003. One page.

B18-----Form 337---N 80762. Installs a Century I auto pilot and removes a turn & bank indicator. Uses STC SA 3088 SW-D. September 9, 2003. Four pages.

B18-----Form 337---N 80762. Installs a Garmin GTX 330 and removes a Garmin GTX 327. **FAA Approved.** One page.

B18-----Form 337---N 80762. Installs an Electronic Int'l R-1, M-1, VA-1A and JPI EDM700. Uses the appropriated manufacturers STC's for approval. May 23, 2003. One page.

B18-----Form 337---N 80762. Installs a Unison LASAR ignition system. Uses Unison letter SL1-96, November 15, 1997 as authority. **FAA approved.** One page.

B18-----Form 337----N 80796. Installs a Bendix KY-97A transceiver, a Bendix KY-76A transponder, AmeriKing 350 encoder and a PS Engineering intercom and a AmeriKing 450 ELT. **FAA approved.** July 2, 2002. One page.

B18-----Form 337----N 80949. Installs a Il Morrow Apollo GX55 GPS and an A33 antenna. Installs a Bendix-King KI-209 indicator and a KN-75 Glide Slope receiver. Removes a Ross Loran C receiver and antenna assembly, Also removes a King KI-201 VOR/Localizer indicator. **FAA approved.** April 2, 2002. Two pages.

B18-----Form 337----N 78277. Installs a ARTEX Emergency Locator Transmitter, P/N 453-0190, and a remote switch, P/N 345-6196. No FAA approval. July 30, 2000. One page.

B18-----Form337----N 78277. Installs an AKC altitude encoder. No FAA approval. February 3, 1994. One page.



B14-----Form 337----N 78069. Installs a Garmin 100 GPS in the instrument panel per Garmin's installation instructions 190-00004-00, Revision F. **FAA approved.** November 7, 1994. Two pages.

B14-----Form 337----N2334B. Installs a 60 amp alternator on a Cont'l C-125 Swift. Includes a parts list and part numbers. **FAA approved.** July 3, 1974. Two pages.

B14-----Form 337----N78199. Installs a new 60 amp alternator in lieu of the existing 35 amp generator in his Cont'l 0-300A engine. Includes a note from Jim Hurd discussing the alternator change on his aircraft. Includes a Cessna drawing #0770610 of the wiring diagram. **FAA approved.** March 28, 1991. Two pages

B14 Form 337-----N 2311 B. Installs Whelen Model HD T2 strobes. Includes sketch drawing and photograph of the power unit support bracket mounted @ station 125. Includes a cover letter from the owner. **FAA approved.** Sep 14, 1975. Letter dated Oct 12, 1975 Four pages plus one 3x5 picture.

B14-----Form ACA 337----N 80730. Installs a custom built landing lights, one in each outer wing panel root, per factory location. Includes sketch drawing and component data.  
June 3, 1950. Two pages.

B18-----Form 337----N2410B. Installs Aeroflash 152-0007 strobe lights in existing position light locations. Mounts the required power supply in the modified wing tip. **FAA approved.** March 3, 2003. One page.

B18-----Form 337----N219C. Modifies existing Bendix King KX-170B transceiver by installing a McCoy Avionics MAC 1700V unit. Lists STC SA1343GL as the approval authority. May 14, 1990. One page.

B18-----Form 337----N214C. Installs a Narco model AR-850 altitude encoder. NOTE: this form is in error in that by serial number, the registration should show N219C. No approval. December 19, 1989. One page.

B18-----Form 337----N219C. Installs a Century I Auto Pilot, Model AK564, per STC 690. September 15, 1988. One page.

B18-----Form 337----N 80949. Installs a Century I autopilot and Omni tracker system, AK 564 per STC SA 3088-SW-D. Pilots handbook updated. April 2, 2002 One page. .

B18-----Form 337----N 219 C. Installs a Narco Mark 2 transceiver. Removes the existing V12P-5 power supply and installs a V12MP-2A power supply. December 19, 1966. One page.

B14-----Note from Charlie Cummings about installing a generator on aircraft engines so that the meshing gears have adequate backlash. Data is from Cont'l 0-85 and 0-200 service manuals. Data advisable for all Cont'l gear driven generators and alternators. Undated. One and one half pages.

B14----Analysis of Landing Light Installation. Calculates the stress of installing a motor driven landing light in the wing skins of GC-1B, serial # 1166, N 80973. Includes wiring diagrams, wing profile, construction drawing details and material required. Jan 2, 1958. Six pages.

B14----Drawing submitted for the Globe Swift, S/N #1166, N80963, details the installation of a volt meter and an ammeter in the existing aircraft electrical system. Undated. One page.

B14----Schematic drawing of the installation of a 60 amp alternator in an aircraft circuit. Lists page 212, figure 22, but no indication of where the page comes from. Undated. One page.

B14----Cessna drawing 0770610. Installs a 60 amp alternator in a C-182 aircraft. Lists components, parts and a wiring diagram. February 1965. One page.

B14----Letter from Morton Scott discussing his alternator installation. Includes several drawings that show the wiring diagram for the 60 amp alternator for his aircraft plus Cessna drawings for 172 aircraft. July 7, 1973. Seven pages.

B14----Drawing of Swift generator & power circuit modified to accept a new replacement 60 alternator. Includes revised wiring, new regulator and alternator plus required additional switches, circuit breaker and fuse. Undated. One page.

B14----Edo-Aire Mitchell drawing # 69D875-2. Shows the wiring diagram for the Century I installation. Sep 4, 1973.

B14----TEMCO drawing 20-552-55310. Schematic wiring diagram for the TE-1B and the T-35. November 1952.

B14----Wiring diagram for a two place intercom system. Submitted by D Pruitt, Sept 3, 1978.

B14 -----Francois Bougie replies to the Canadian Dept. of Transport memorandum about questions on his submission to approve an alternator change to his aircraft. May 23, 1991. Eleven pages

B14. -----Approved Canadian DOT Engineering Report FB-01 for C-FNKV (Globe Swift owner by Francois Bougie) for the alternator conversion to 60 amps using a Cessna C611501-0201 alternator. March 27, 1991. 66 pages.

## **BLUE FOLDERS (Cockpit, Controls, Instruments, Ventilation)**

B20----Form 337----N 79 K. Addendum Form 337 to a previously filed Form 337 that installs a Swiftronics FC-100, Computerized Fuel Management System. This Form 337 addresses only the needed Continuation Airworthiness Instructions for that previously installed unit. **FAA approved.** November 14, 2005. One page.

B20----Form 337----N 79 K. Addendum Form 337 to a previous Form 337 on this aircraft that modified the landing gear unsafe (red light) warning system by rewiring the red indicator and installing a green light on each wheel in the down and locked position. This Form addresses only the Continuing Airworthiness Instructions for that referenced alteration. **FAA approved.** December 7, 2005. One page.

B19-----Form 337----N 39 LM. Installs a NASA fresh air scoop assembly between the firewall and the windscreen on the underside of the fuselage skin. Air delivery is via a 2" CAT tubing terminating at eyeball vent, one on each side of the cockpit. Includes a sketch of the installation with dimensions. **FAA approved.** April 14, 2007. Two pages.

B19-----Form 337----N 78277. Installs the following Garmin instruments: GNS 430 comm/nav, GA-56 antenna, GI-106A VOR and a GTX-327 transponder. Also installed a COMANT CI-122 antenna and a COMANT CI-503 glide slope coupler. Lastly, installed a LONESTAR CRB122253 cooling fan. Removed a II Morrow 618 Loran, a II Morrow A-16 Loran antenna and a NARCO AT-50A transponder. **FAA approved.** March 26, 2003. One page.

B15-----Form 337----N 219 C. Installs Bendix King KX 175B navcom, KI 201 indicator, KR 86 ADF, KA 42B cables and antenna and a replacement Turn & Bank indicator (unnamed). Removes existing vertical speed and turn & bank indicators. Non FAA approved. February 5, 1980. One pages.

B15-----Form 337----N 2410 B. Installs JPI model EDM-700-4C EGT & CHT system. Also adds a FS-450 fuel computer. **FAA approved.** May 20, 2003. One page.

B15-----Form 337----N 80744. Installs Piper PA-30 ram horn control wheels in a GC-1B. with a pilot "push to talk" switch and a coiled cable. Includes installation instructions and a parts list. **FAA approved.** Instructions dated November 15, 2001 and Form 337 dated February 23, 2002. Four pages

B15-----Form 337----N 3224 K. Installs Piper control wheels, P/N 79276-00, in lieu of the original Globe control wheels, P/N 11-532-3278-1. Includes one drawing page with three sketches. **FAA approved.** March 15, 1993. Two pages..

B15-----Form 337----N 80744. Installs a bubble one piece windshield per STC SA 4-403. October 30, 2001. One page.

B19-----Form 337----N 78277. Installs a Shadin fuel flow indicator, P/N 912041; Flo-Scan transducer, P/N 680503 and a 2 amp Kilxon circuit breaker, P/N PSM-2. **FAA approved.** February 15, 1994. One page

B19-----Form 337----N2365 B. Installs a different throttle quadrant (Corry Penna Aero AN) in a new location next to the pilots knee. Includes a sketch of the installation with part numbers required. **FAA approved.** June 30, 1993. One page.

B19-----Form 337----N 219 C. Installs dual control sticks per STC SA 4061 WE and Custom Swift modification instructions N1, Revision A. May 15, 1986. One page..

B19-----Form 337----N 3224 K. Installs a Tri-Star Corp exhaust gas analyzer. Lists STC SA1315 WE as the authority. No FAA approval. September 9, 1991. One page.

B19-----Form 337----N 80779. Installs a new type throttle quadrant per FAA Form 1600 (Statement OF Compliance with Federal Regulations). Includes supporting data, calculations and Reijo Myllyla drawing 125001. **FAA approved per the Form 1600.** August 21, 1989. Seven pages.

B15-----Form 337----N 2307 B.. Installs a new type trim control wheel per Temco drawing 5171. Removes the original trim control mechanism. March 1, 1950. One page.

B15-----Form 337----N 78006. Installs new flap and gear handles that look like the items they control and work up and down vice rotating. **FAA approved.** June 1, 1987. Nine pages.

B19-----Form 337----N 80949. Installs new type cabin doors vice the original sliding windows. Removes the two rear windows and covers the area with aluminum skin. Gives a word description of the work done to include the material thickness and type. **FAA approved.** October 8, 1976

B15-----Form 337----N78270. Installs a cabinet type panel from the instrument panel to the floorboard to accept a new ALS, model RDF-1A, radio. Includes weight and balance calculations. **FAA approved.** January 23, 1962. Two pages.

B15-----Instruction sheet by Charles Stutesman on how to fabricate and replace an instrument panel. Data #1002. Includes two sketch drawings. May be part of STC SA 124 CE.

B15-----Talonworks Inc. pamphlet titled "Fuel Status Display Kit". Discusses the Floscan transducer used by fuel management systems. Includes ordering information, an order form and pictures of the units. Undated. Four pages.

B15-----Sketch drawing of a proposed control wheel lock. No author. Oct 30, 1974. One page.

## **BLUE FOLDERS (Battery and Trim tab control relocation)**

B16-----Form 337----N80796. Moves the battery box aft to the baggage compartment (Station70). Moves related components to other locations also. Also installs an AN5414-2 pitot tube under the left wing at the original location. **FAA approved.** May 1, 2002. One page

B16-----Form 337----N 80744. Installs Cessna trim control wheel between the seats on the fuselage tunnel. Reroutes the cables to under the floorboard. Includes sketch drawings with dimensions and an instruction guide. **FAA approved.** Instructions dated January 15, 2002 and Form dated April 1, 2002. Fourteen pages.

B16-----Form 337----N 3209 K. Incomplete form in that only Part 8, Description of work, is provided. Includes sketch drawings of how the electric trim motor can be installed plus full scale drawing of the assembly mounting bracket. Includes suggested assembly procedures. No signatures or dates.

B16-----Form 337----N 3224 K. Relocates the battery box from the firewall to aft of the floorboard. Installed Alturair battery box relocation kit at Station 62.531. Lists STC SA 2-1007 as authority. No FAA approval. (Form is incomplete, no signature in Block 7, Return to Service). February 2, 1985. One page.

B16-----Form 337-----N 3224 K. Installs TRW electric motor, P/N 319A108-7, as a drive for the trim system. Includes one sketch showing the motor positioned atop the existing trim control unit. **FAA approved.** March 29, 1991. Two pages.

B16-----Sketch drawings trim relocation to the fuselage tunnel in the cockpit between the seats. No descriptive data. Two pages.

B16-----Jerry Yearwood sketch drawing of a battery box relocation to the right side of fuselage station 75 in N 78168. Indicates the relocation was approved per STC SA 1840 WE. October 30, 1968. One page.

B16-----Swift Alturair advertisement listing cowl, down draft baffles, Buckaroo wing tips, auxiliary fuel tanks, glare shields, engine mounts and battery relocation kits. Undated.

B16-----Corben Fette drawing Figure #3. Shows the relocated battery box at fuselage station 72. Gives construction details and material requirements. Removes the 15 lb. weight from the tail cone. Undated. Two pages.

## **BLUE FOLDERS (Airframe repair and rebuild)**

B17-----Form 337----N 219 C. Reports the following work previously done to this aircraft: Hooker shoulder and seat belts; Whelen wing tip strobes; Cleveland wheels and brakes; Chuck Lischer extended gear doors; fiberglass cowling; JPI engine analyzer and a Bracket model BA-111 air filter system. No FAA approval. May 1, 2002 One page.

B17-----Form 337----N 219 C. Repairs forward belly skin, P/N 11-210-1325-2, by making a 1 ½ inch doubler the full length of the panel. July 8, 1992. One page.

B17-----Form 337----N 3224 K. Installs Swift Tech engine mount, engine baffle kit and replacement cowl per STC SA2-1007 as amended. April 25, 1990. One page.

B17-----Form ACA 337----N3704K. Installs new belly skins and repairs belly bulkheads. Installs a new F-200 propeller. August 12, 1954. Two pages.

B20-----Form 337----N78277. Installs numerous items such as: new instrument panel with shock mounted flight instrument section, venturi, vacuum regulator and associated piping for a Directional Gyro and Artificial Horizon, Aero Flash Signal wing tip strobes, heated pitot tube, Cleveland wheels and brakes, Aeromatic model F200 propeller, Narco Comm 11B transceiver, Narco AT-150 transponder, Narco ADF 140, Narco Nav 12 transceiver, marker beacon, AVR 4 Comm antenna, AV-546 transponder antenna and a AU-569 marker beacon antenna. Relocated the battery to aft of the floorboard. Lists STC SA 149CE as authority for the battery move. No FAA approval. December 20, 1976. One page.

B20-----Form 337----N 80856. Jim Thomason modifies the complete aircraft to include: Whelen wing tip strobes, Grimes rotating anti-collision light, Cleveland wheels and brakes, 15x6.00-6 tires, Piper pitot static mast, streamlined trailing edge wing to fuselage fairing, Bendix altitude encoder, Apollo II Loran, reworked outer wing attachment fittings, one piece windscreen, auxiliary fuel tank system in the outer wing panels at station 65 through station 95. No FAA approval for any modifications. February 19, 1987. One page.

B17-----Form 337----N80791. Jim Thomason reworks the entire aircraft: i.e., gear doors, Cleveland wheels and brakes, strobes, pitot head, sliding bubble canopy, control sticks, wing tips, Brackett air filter, skin changes on wings, engine change to a Cont'l IO360, fiberglass cowl, battery access door, gap seals, Cessna 150 seats, gross weight increase, etc., No FAA approval. May 8, 1991.

B17-----Form 337----N 3824 K. Repairs fuselage skin damage, rebuilds tail cone assembly, installs gross weight increase, modifies rear windows to match TEMCO new look per TEMCO drawing #5095, installs Machen fuselage aux. tank. Not FAA approved. Signatures missing. May 18, 1982

B17-----Form 337----N 78199. Repositions the oil cooler from the original location to the forward engine mount cross bar. **FAA approved.** July 17, 1987.

B20-----Form 337----N 2439 B. Repairs the fuselage side skins above the wing spar carry through due to wrinkling from a belly landing. Adds an external doubler stiffener in this area per FAA Form 1600 (DER report SW 120) attached. Includes a narrative and sketch of the doubler in place. **FAA approved via the Form 1600, December 24, 1967. February 22, 1968.** Three pages.

B17-----Form ACA 337----N 78270. Installs a "Buckaroo" cowling, a Cont'I C-145 engine and Flo-Torp propeller model F200 00-73F, a Cessna 172 dorsal fin, new leading edge wing root filets and the Beechcraft Model 35 type heaters. Oct 17, 1963. Two pages.

B17-----Form ACA 337----N 80730. Installs a metal fin and rudder. Installs a factory firewall ventilation kit. May 15, 1950. One page.

B17-----Form ACA 337----N80780. Aircraft converted from GC-1A to GC-1B per TEMCO Service Bulletin #27, June 18, 1949. Adds a fuel pump, P/N 54609, and a different fuel line per drawing 11-420-3126. May 18, 1959. Two pages.

B17-----Worldwide Aircraft Filter Corp. drawing #C-AT16A, Aug 18, 1966 showing installation of element #F94056 filter in a Cont'I C-125 Swift.

B17-----Cont'I Motors Corp. drawing showing installation of a Cont'I C-145 oil cooler arrangement. P/N 530765. Drawing dated May 1948 w/date stamp Oct 8, 1963.

B17-----Pages 509 to 512, Cessna 172 illustrated parts catalog showing the oil cooler location and plumbing in a Cessna 172. Undated. Two pages.

B17-----Corben Development Corp.(Corben Fette Enterprises) Installation Manual CFE-1. Installs wing tip type end plates in place of the original Globe wing tips. Includes pictorial drawings and installation instructions. April 11, 1960. Six pages.

B17-----Corben Development Corp. drawings Figs 1, 2, 3, 4 & 5. Shows the installation of engine baffles and oil cooler mounting on a Globe/Temco Swift aircraft plus a profile of the installed engine inside the cowl. Applies to Cont'I C-125 / C-145 / O-33 series engines. Includes part numbers and hardware required. Undated.

B17-----Corben Development Corp. Installation instructions for installing down draft cooling baffles in a GC-1B equipped with Cont'I C-125 / C-145 series engines. Identified as Manual CFE-6, Revised January 2, 1965.

## **BLUE FOLDERS (Smoke System)**

B21-----Form 337-----N 78321. Installs a smoke oil tank, plumbing lines, oil pump, safety hoses and related electrical circuitry in a Swift (Swift Magic Team member). Includes a description of the system, a sketch of the installation and installation instructions. April 16, 1979. Five pages.

## **RED FOLDERS (Engine changes, repairs and/or alterations)**

### **RED FOLDERS (Lycoming engines)**

R1-----Textron Lycoming booklet SSP-401. Lists all certified piston engines built by Lycoming and the aircraft they were originally installed in. May 2001. Forty six pages.

R1-----Textron Lycoming Service Bulletin index (SSP-303). Lists all service bulletins and service letters applicable to Lycoming engines. August 2003. Sixty five pages.

R1-----AVCO Lycoming advertising literature on all certified engines they manufacture. Lists engine specifications. Undated. Four pages.

R1-----Form 337----N 111 WC. Installs a Lycoming 0-360-AID vice a Lycoming 0-360-A1A. Installs a Hartzell HC92ZK-8D/8447-A12 propeller. Installs a Corbin fiberglass cowling. **All three deviations FAA approved.** Remaining installation done per STC SA 808 SO. Includes the front page of the STC. April 29, 1982. Two pages.

R1-----Form 337----N 3716 K. Installs Lycoming 0-360-A1A in a GC-1B. Incomplete since no Section 7 signature available. James Gettis. May 8, 1969. Four pages.

R1-----Form 337----N 3716 K. Installs a Lycoming 0-360-A1A in a GC-1B with a McCauley 2D34C53/74E-0 propeller per STC SA 1954 WE. June 23, 1969. Two pages.

R6-----Form ACA 337---N80780. Installs Lycoming 0-290-D engine and a McCauley 1A-L70-7357 propeller. Includes STC SA3-438 issued to the aircraft owner, Moody A Larson and Form ACA 316, Type Inspection Authorization. October 26, 1959. Five pages.

R6-----Form 337----N 3224 K. Installs a Lycoming 0-320-A3A and Hartzell model HC-C2YL-1B1/7663-4 propeller vice the original Cont'l C125 engine. Lists STC SA2-1007 as authority for this change plus the mount, cowl and baffles. No FAA approval. September 1991. One page.



R6-----Form 337----N 131 W. Installs a Lycoming 0-320 A3A engine with a Hartzell HC-82XL-D propeller vice the original Cont'l C-85-12 engine and Beech Roby propeller. Also installs Corbin Fette lift tips, tip caps and dorsal fin. Lists STC SA2-1007, SA 2-1241 and SA2-1254 as authority. Converts aircraft from GC-1A to GC-1B per Temco Service bulletin #27. Includes weight and balance calculations. July 13, 1964. One page.

R1-----Installation procedures----N 3209 K. Installs Lycoming 0-360-A1D in a GC-1B. No drawings or STC. Feb 20, 1991. Two pages..

R1-----Form 337----N 7 CE. Installs a Lycoming 0-360 engine vice the Cont'l C-145. Changes the propeller to model 2D34C202 and the exhaust system (uses a Hanlon-Wilson 491-4), Sites STC SA 803 SO as approval. Includes a note to Charlie from Lou Manyak. **FAA approved.** May 5, 1981. One page.

R1-----Form 337----N 39 LM. Installs a Lycoming 0-360-A1D and a Hartzell HC-C2YK-1/7666-3 propeller. Also includes reskinning the wings, closing the slots and shorting the stall strips per STC SA2321 WE. **FAA approved.** October 3, 1988. One page.

R1-----Form 337----N 80762. Installs a Skytec light weight starter vice the original Delco Remy per STC 218 NY in a Lycoming 0-320. April 24, 1996. One page.

R6----Form 337---N 80949. Installs a Lycoming I0-360 engine per STC SA 803 SO. Includes a "minor deviation" in that a Hartzell model HC-C2YK-1BF propeller was used in lieu of the required McCauley 2D34C53-A/74E-0 propeller. No FAA approval. April 16, 1980. One page.

R6-----Form ACA 337---N 80585. Installs a Lycoming 0-290 engine, Sensenich N76AN2 propeller, proper engine mount, replacement oil radiator, carburetor heat heater, Hanlon Wilson mufflers and relocates the landing gear warning switch. August 10, 1956. One page.

R1-----AVCO Lycoming Service Bulletin #1305A. Discusses carburetor nozzle replacement in Marvel-Schebler MA-4SPA carburetors. Deals with P/N 10-5009 and 10-5062. Includes an exploded view and a parts required list Oct 18, 1974. Two pages.

R1-----Textron Lycoming mandatory service bulletin #518A, Nov 4, 1994 on thermostatic by-pass valves P/N 53E19600, P/N 75944, P/N LW-13230 and P/N 53E19980.

R1-----Airworthiness Directive 81-18-04 R1. Requires the replacement of the oil pump driven impeller and shaft with hardened steel parts. Compliance within the next 25 hours.

R1-----Aeronautical Engineers Inc. list of Lycoming 0-360 drawings applicable to the Swift. Listing date, May 20, 1969. Two pages.

R1-----Letter from Dave Meinhardt offering analysis and suggestions on the Lycoming exhaust valve lubrication problems. Included article is from the "American Star", an American Yankee club publication dated Jan/Feb 1994. The letter is dated Feb 2, 1994. Four pages.

R1-----Special Airworthiness Information Bulletin, NE-01-22. Deals with Textron Lycoming engines using fuel pumps, P/N LW-15472, LW-15473 and LW-16335. Recommends inspecting the pumps for possible markings that correspond to pumps that have failed in service tests. No in flight failures as of yet. May 11, 2001. Two pages.

R1-----Memorandum on engine cowlings with carburetor air boxes on Lycoming 150/160/180 engines. Technical data only. No signature or date. Three pages.

### **RED FOLDERS (Continental engines)**

R2-----Form 337-----N 219 C. Inspects a previously installed Cont'l I0-360 engine. Uses STC SA 53 NW as justification. May 1, 2002. One page.

R6-----Form 337-----N78277. Installs Cont'l 0-300-A engine vice the existing C-125 per STC SA1-326. Deviates from the STC by using the existing Aeromatic F-200 propeller. Installs an electric boost pump (Piper P/N 481-666) vice the existing hand operated wobble pump. Installs Lischer extended gear doors per STC SA 4011 WE. No FAA approval for the non-STC installation items. March 3, 1993. One page.

R2-----Cont'l Engines detailed specifications for Model I0-360-D engine with performance charts.. Ten pages. Revised Sept 7, 1973.

R2-----Cont'l Motors Corp. installation drawing #632619 for the I0-360-C & D engines.

R2-----Cut up patterns for the engine compartment baffle plates (pressure chamber) on a Cont'l I0-360-D powered GC-1B. One set.

R2-----Form ACA 337----N 80572. Installs a Cont'l C-90 engine in a GC-1A. Converts the fuel system to one engine driven fuel pump vice two. **FAA approved.** February 24, 1953. Two pages.

R2-----Form 337----N 80760. Installs a Cont'l C-90 engine in a GC-1A. Lists STC SA 3-378 as the approval data. **FAA approved.** May 12, 1975. One page.

R2-----Form 337----N 78270. Installs a Cont'l I0-360-D engine and a McCauley propeller per STC SA53 NW in a GC-1B. Feb 20, 1974. Four pages.

R2-----Form 337----N 2450 B. Finds a Cont'l C-145 installed in a GC-1B. Also finds other items installed. Appears to be generated to bring aircraft's records in line with installed equipment. No FAA approval. Oct 22, 1967.

R2-----Form 337----N 90392. Installs a Cont'l 0-300-D engine in a GC-1B but lists STC SA1-326 as the approval source. Installs a Sensenich model 74DC60 propeller. Installs Cessna 150 seats. **FAA approved.** July 12, 1983. One page.

R2-----Form 337----N 3301 K. Installs a Cont'l 0-300-D engine in a Globe model GC-1B. Also installs a Sensenich propeller. **FAA approved.** Incomplete data as Conformity Statement and Return to Service blocks are not signed. Undated.

R2-----Form 337----N 90363. Installs a Cont'l 0-300-C per STC SA1-326. STC change includes a Sensenich model M74DC-0-59 propeller only. No FAA approval. May 13, 1986.

R2-----Form 337----N 90321. Installs a Cont'l 0-300-D using STC SA1-326. Changes include : engine type, propeller type spinner, exhaust system and carburetor air box. Converts aircraft from a GC-1A to a GC-1B per Univair bulletin #27.. **FAA approved.** Sept 22, 1972. One page.

R2-----Jim Montague treatise on the Cont'l 0-300 engine with its reliability and shortcomings. Includes a cover letter from Jim to Charlie. February 8, 1993. Four pages.

R3-----Form 337----N 332 VD. Confirms the installation of a one piece windshield and a Cont'l 0-300-A engine. **FAA approved for items 2a & 2b only (angle drive starter and propeller).** March 27, 1979. One page.

R3-----Form 337----N 2412 B. Installs a Cont'l 0-300-D engine using STC SA1-326. Changes include: engine type, propeller, vacuum pump, carburetor heat box, exhaust system and starter. **FAA approved.** May 18, 1982. One page.

R3-----Form 337----N 3801 K. Installs a Cont'l 0-300-D engine using STC SA1-326. Changes the engine and propeller vice the STC required items. **FAA approved.** January 8, 1980. One page.

R3-----Form 337----N 80730. Installs Cont'l C-125 per Temco Service Bulletin # 27. Generator and regulator were changed to P/N's 1101879 and 1118384. Installed McCauley model 1A170. Dec 26, 1963. Two pages.

R3-----Form 337----N 78071. Installs Cont'l 0-300-D engine with McCauley 1C172EM 7353TCP-857 propeller. Installs an Airborne vacuum pump, model 211 and model 2450-24 regulator. **FAA approved.** March 3, 1998. One page

R3-----Form 337----N 3251 K. Installs a Cont'l 0-300-D and a Sensenich 74DC 62 propeller. Includes a letter to Charlie from Jim Bole discussing the installation of this engine/propeller combination in his GC-1B. Installation includes a starter

and alternator. **FAA approved.** Letter signed Jan 29, 1983. Form 337 signed Dec 23, 1982. Five pages

R3-----Form 337----N 80505. Installs a Cont'l C-90 engine in a GC-1A. Lists STC SA3-378 as the approved data. November 15, 1981. Two pages.

R3-----Form 337----N 80905. Installs a Cont'l C-90 engine in a GC-1A. December 28, 1975. **FAA approved.** Two pages.

R6-----Form 337----N 2 AF. Installs a Cont'l C-145H per Temco drawing 11-410-5255. Revised the cowl to fit the engine per Temco drawing 20-730-73001. April 16, 1975. One page.

R3-----Cont'l INTRODUCTION page listing the various differences between the 0-300 series engines. Undated. One page.

R3-----Cont'l Aircraft Engines Service Bulletin M76-11, Revision 2. Describes how to adjust the fuel injection system. **FAA-DER approved.** March 1, 1978. Five pages.

R3-----Steve Wilson letter addressing Cont'l Motors determination that a 0-300-A crankshaft (P/N 530789) can be used in a 0-300-D in place of the original -D crankshaft (P/N 627883). Includes the TCM memorandum reply. April 2, 1984. Two pages

R3-----Letter to the Swift Association from Mike Bednarek discussing Cont'l Motors revision of Engineering Variance Order 4183, Revision D. Revision makes it legal to install crankshaft P/N 530789 in an 0-300-D vice the proper crankshaft P/N 627883. P/N530789 is a 0-300-A crankshaft. Includes a to Mike from Cont'l Motors explaining this and provides a copy of the change order. January 18, 1991. Three pages.

R3-----Cont'l Motors letter to Charlie informing him of the flight safety hazard in some of the I0-360-D engine cylinders. Requests he inspect the cylinders for certain date stamps and if these dates are found, cylinder replacement is required before further flight. Includes a request to respond via phone when his inspection is complete. Feb 21, 1974. One page.

R3-----Aviation Consumer article describing the failure of a Cont'l I0-360-E engine due to the destruction of a woodruff key in the oil pump drive shaft.

R3-----Letter to Joe Ranson, Swift Parts providing the back half of two Forms 337. One details installing a Cont'l 0-300-D vice a Cont'l C-125. Uses STC SA 4-145 with listed deviations. The second installs a Insight Graphic Engine Monitor, model 602 and uses STC SA 157 NE as approval. Signed by Claude Morgan. April 8, 1993. Three pages.

R3-----Letter to D R McKinnon from the DOT Canada confirming the assignment of approval number P76/055 to his Cont'l 0-300-D with a Sensenich 74-DC-0-62 propeller in his Swift, CF-DRM. June 30, 1976. One page.

R3-----Cessna multiple engine service letter, ME 74-1. Deals with 337 Skymasters and pressurized P-337 Skymasters. Discusses cylinder failures in specific Cont'l IO-360-D aircraft engines known to be installed in these aircraft initially. Jan 22, 1974.

R3-----Cont'l Motors Performance charts for C-115, C125 and C145 engines. Shows sea level performance and altitude performance for each engine. Plots brake HP verses density altitude at 1900, 2100, 2300 2500 and 2700 RPM. One page. 162 copies. Undated.

R3-----Partial case file on J L Northey's attempts to get his Swift, S/N 3533, certified with a Cont'l 0-300D engine through the Canadian Dept. of Transportation (DOT). Approval number P80/077 was issued for the aircraft on Sept 8, 1980. Includes Cont'l 0- 300 specifications, Forms 337 and correspondence. Sept 1980. Eleven pages.

R3-----John Northey letter discussing his Swift after it was approved for the Cont'l 0-300-D engine. Includes data on performance, climb, cruise, temperatures, fuel burn, etc. February 1, 1993. Three pages.

### **RED FOLDERS (Franklin engines)**

R4-----Letter from CANBAR Corp. announcing the reinstatement of Franklin engines by PLZ. May 4, 1981. Six pages.

R4-----Form 337----N 3790K. Installs a Franklin 6A-350 engine and McCauley 2A34C22/SF84-10 propeller per Machen STC SA 203 NW. March 16, 1976. One page.

R4-----PZL specifications on Franklin engine 6A-350-C1. Undated.

R4-----PZL specification on Franklin engine 6A-350-C1 w/representative business card.

R4-----PZL specification on Franklin engine 4A-235-B3 w/representatives business card.

R4-----Franklin engines service manual for 6A4-150-B3 and 6A4-165-B3 engines. August 1, 1947.

R4-----Atlas Motors Inc. Franklin-PLZ sales literature. Gives specifications, dimensions,

and prices for the Franklin models 4-235 and 6-350 series engines with and without accessories. Shows Type Certificate E9EA applies. Undated. Four pages.

R4-----Aero Enterprises advertisement for cylinder repair on Franklin engines. Undated.

R4-----E-Mail conversation: Jim Agnew, Charlie and others on Fuel pumps for PLZ Franklin engines. Eight pages. Feb 24,2000.

R4-----Franklin Overhaul Instruction Manual for engines 6V4-178, 6V4-200 and 6V-335. Jan 1, 1957. Ninety five hard cover pages.

R4-----Franklin engine general operating instructions, pages 10 through 26. Undated.

### **RED FOLDERS (Engine electrical)**

R5-----Form 337-----N2387B. Installs Slick magnetos 4770 and 4761 per Lasar Service Letter SL 1-96 applicable to Lycoming IO-360 A1B6 engines. Installation includes the firewall mounted controller, additional instruments and updated Flight Handbook. **FAA approved.** October 6, 2002. One page.

R5-----Form 337----N 78277. Installs a CESSNA alternator, P/N 611501-0204 and a Electrodelta voltage regulator, P/N VR 600. Also installs an alternator switch, P/N 0713026-5. Removes a Delco generator, Delco voltage regulator, existing circuit breaker and generator switch. Includes the Cessna model 100 series electrical system parts list and wiring diagrams. **FAA approved.** April 21, 2002. Three pages.

R5-----Form 337----N3735K. Installs Slick 664 magnetos in a Cont'l C-125-2 engine vice the original Bendix mags. **FAA approved.** June 8, 1999. One page.

R5-----Form 337----N78068. Installs Slick mag #6364 in Cont'l C-125-2 engine. **FAA approved.** December 20, 1994. One page.

R5-----Form 337----N 80949. Installs a Delco 60 amp alternator, Cessna P/N C611501-0202, and a Cessna oil cooler adapter, Cessna P/N 0556012-1. Removes the following items; Delco generator P/N 1101898 and Corbin Fette dorsal fin. Also installs; Volt/Amp meter, Century "G" meter, Hobbs hour meter, Alcor engine analyzer and a VOR antenna. **FAA approved.** October 8, 1976. One page.

R5-----Pamphlet titled "Magneto switch options". Includes wiring diagram between the magneto, the switch and ground. Undated. One page

R5-----Eisemann Magneto service manual. Service data on LA-4, LA-6, AM-4, AM-6 Magnetos.

R5-----Eisemann parts catalog for LA-4, AM-4 and LA-6 mags.

### **WHITE FOLDERS (Prop changes, repairs and/or alterations)**

W1-----Form 337----N 78277. Dynamically balances the propeller using the Chadwick-Helmuth method. May 6, 2003. One page.

W1-----Form 337----N78069. Installs a McCauley D2A34C67/76 (76") propeller vice the required McCauley D2A34C67/76-2 (74") called out on STC SA53NW. **FAA approved.** March 17, 2000. One page.

W1-----Form 337---N 80905. Installs Sensenich model 72CK56-54 propeller on Cont'l C-90 engine. **FAA approved per letter June 5, 1995 included.** Submitted by Jim Montague. Four pages.

W1-----Form ACA 337----N 80730. Installs an electric propeller pitch control for the FloTorp propeller on a GC-1A. Includes a wiring diagram. (Entire copy is difficult to read as it is almost faded out). Unreadable date. Two page.

W1-----Form 337----N 80695. Installs a McCauley model 2B36C7/78K-4 Metal Matic propeller, new landing gear doors and A new Corben cowling. Also installs a Narco Mark 12 radio and power supply. Cowl installed per STC SA131 WE. No FAA approval for the remaining components. February 12, 1967. Two Pages.

W1-----McCauley Industrial Corp. letter to Aladar Szabo discussing the McCauley model 2B36C67/78K which he questioned them about for the T-35 trainer with a Franklin 6A4-165-B3 engine. Letter signed W B Voisard, Chief Engineer. Nov 5, 1968. Two pages.

W1-----Charlie Cummings letter to Sensenich asking if their model 74DC60 propeller was approved for a Cont'l 0-300-D. Includes the reply that the propeller TC gives the approval. Includes a Form 337 on N 3810 K where this combination was used using STC SA4-145. Also includes a note saying that a fellow Swifter out climbed a 285 HP Beechcraft Bonanza to 10,000 ft. January 5, 1973. Three pages and two memo sheets.

W1----G & H Aero advertising letter discussing their offer for McCauley an Hartzell propellers suitable for the Cont'l I0-360, Lycoming 0-320 and Lycoming 0-360 series engines. Letter signed by company representative Peter Grubb. Undated. Four hard cover folder pages.

W1-----Hunt-Air Corp. letter to Bob's Cycle Shop discussing the possibility of making spinners for the Swift. Letter forwarded to Charlie by the owner of the Cycle Shop for any action. July 14, 1972. Forwarding note unsigned or dated. One page

## **WHITE FOLDERS (McCauley propellers)**

W2-----Form 337----N 78069. Installs a McCauley D2A34C67/76 propeller vice the authorized model D2A34C67/76-2 propeller. **FAA approved.** March 17, 2000. One Page.

W2-----McCauley Ind. drawing # B-1613. Shows detail views of cylinder assembly B-1613. March 23, 1953. One page.

W2-----McCauley Ind. drawing # D-1776. Shows propeller model D-1776 with complete production specifications. May 3, 1955. One page.

W2-----McCauley Ind., drawing # C-1777. Shows hub assembly C-1777 only. April 11, 1955. One page.

W2-----McCauley Ind. drawing # D-1781. Shows blade assembly D-1781 with complete production specifications. April 13, 1955. One page.

W2-----McCauley Ind. Parts List # 1792. Lists parts for McCauley model D-1776-D propeller hub applicable to model 2B36C7 propellers. Jan 3, 1964. Two pages.

W2-----McCauley Ind. drawing # D-1802. Shows the installation assembly of propeller Model 2B36C7/78K-X to include cockpit requirements. May 11, 1955. One page.

W2-----McCauley Ind. Parts List # 1803. Lists parts for McCauley model @B36D6C7/78K-2 propeller. Propeller applicable to Cessna models 170A, B land and ski, Aeronca S15AC seaplane and Cessna Model 172 land plane. July 22, 1955. One page.

W2-----McCauley Ind. drawing # B-1841. Shows the details of link assembly B-1841 to include dimensions, surface preparation and tolerances. Aug 2, 1955. One page.

W2-----McCauley Ind. drawing # B-1842. Shows the details of the piston rod assembly (2C36C-7). Sept 14, 1955. One page.

W2-----Print out of McCauley Airworthiness Directives starting with AD 64-24-04 through 77-19-01. Each AD is complete. Twelve pages.

## **WHITE FOLDERS (Koppers Aeromatic propellers)**

W3-----Form ACA 337----N 80752. Installs a Koppers model F200/00-73 propeller on a Cont'l C-90 engine. Includes a listing of the weights used to regulate the blades for the proper RPM. February 24, 1953. One page.



W3-----Koppers Co. Inc. drawing # 4356H-1. Shows propeller (model not identified) installation in Cessna 170A or a GC-1B Swift with a Cont'l C-145 engine. April 3, 1950. One page.

W3-----Koppers Co. Installation Procedures and Operating Limitations # 13. Provides adjustment techniques for the Aeromatic model F200-/00-74E propeller on Piper models PA-12, PA-12S aircraft with Lycoming 0-235-C engines. CAA approved. Undated. One page.

W3-----Koppers Co. Installation Procedures and Operating Limitations # 9. Provides regulation techniques for the Aeromatic model F200-00-73 propellers on GC-1B aircraft with Cont'l C-125 engines. CAA approved. Unreadable date. One page.

W3-----Universal Aircraft Ind. Adjustment Instructions and Operating Limitations # 10B. Pertains to procedures to regulate the Aeromatic models F200H with altitude control on GC-1B aircraft equipped with Cont'l C-145-2H engines. Incomplete; first page only. Undated One page.

W3-----Procedures for Adjusting Aeromatic Propellers to Properly Control RPM on Prototype Installations. Includes descriptive information on how to adjust the propeller. Includes graphs and a chart for models F200 and F220 propellers. Undated.

W3-----List of Service activities that were authorized to replace seals and bearings in the Aeromatic model F200 propeller. Undated. Two pages.

W3-----Tarver Propellers LLC Service Bulletin No. 2000-001. Deals with inspecting Aeromatic propellers models F200, F200-H, F220, F220-1, F220H, all Flottorp (formerly Beech Roby) and numerous other propellers. Inspection required to detect any looseness in the blades at the shank or metal ferrule of the hub. Looseness grounds the aircraft until the propeller is repaired or changed. Details how the inspection is to be done and what action must be taken before further flight. July 31, 2000. Four pages.

W3-----Special Airworthiness Information Bulletin, NE-01-23. Deals with Tarver Propeller Models F200 and F220 and Beech Propellers Models 214, B200-100, R201-100. May 23, 2001. Two pages.

### **WHITE FOLDERS (Hartzell propellers)**

W4-----Hartzell propeller Airworthiness Directive 97-18-02. Deals with Hartzell models (HC-)(2,3)(X,V)(-)(-) and HA-A2V20-1B series propellers. Complete and final ruling. August 27, 1997. Four pages.

W4-----Hartzell Propeller, Inc. manual discussing various models of Hartzell propellers. Includes installation instructions, types of governors and propeller components. Feb 1977. Twenty eight soft cover pages.

W4-----Hartzell Terms and Conditions for the sale of their propeller products through distributor agreements. December 17, 1992. Four pages.

### **ORANGE FOLDERS (Miscellaneous data)**

O1-----Globe Aircraft Co. stock certificate issued to John Kennedy for 2300 shares. Jan 5, 1946.

O1-----Form ACA 305-----NC 80556. Application for airworthiness on this brand new manufactured aircraft, Serial #59. Signed by K H (Bud) Knox. March 29, 1946. One page.

O1-----Form ACA 307-----NC 80556. Aircraft final inspection report on this new manufactured aircraft, serial # 59. Signed by Frank Andrews. March 29, 1946, One page.

O1-----Form ACA 317-----NC 80556. Statement of conformity on this new manufactured aircraft. Lists the changes made to the aircraft per approved engineering drawings and production revisions. Signed by K H (Bud) Knox. March 29, 1946. One page.

O1-----Form ACA 501-----NC 80556. Application for Registration for all Types of Aircraft. Incomplete form in that only the back of the form is available. Signed by K H (Bud) Knox. March 29, 1946.

O1-----Form ACA 805----Globe Aircraft Certification Notice on the production and completion of GC-1A, serial #133, N 80733. Signed by K H (Bud) Knox. May 16 1946.

O1-----FAA form 8130-6, Application for Airworthiness Certificate----N 111 WC. April 20, 1982. Incomplete document; no Part V signatures.

O1-----Construction plans for a flying scale model of the Globe Swift. Plan drawn by Earl-Stahl have a twenty inch wing span. Undated. Three pages.

O1-----Letter to Charlie from Snap Lemon discussing models of the Swift that could be sold at about \$125 to \$135 each. Undated.

O2-----Letter to Dale Milford, Station WFAA, Dallas, Texas from Allied Aero Industries containing instructions and installation drawings # 19904, # 16468 and engine specifications on Franklin 6A-335-B and 6A-350-C1 engines. Feb 8, 1968.

O3-----Annual inspection checklist sample. Three pages.

O3-----Weight and balance worksheet sample. One page.

O3-----Swift weight and balance loading charts. Two pages.

O3-----Blank weight & balance calculating forms for the GC-1A/GC-1B with various engines.

O3-----Aircraft Weighing Systems, Revere Transducers advertising pamphlet with a letter to Swift Association announcing the product. Jan 10, 2002.

O3-----Airworthiness Directive Compliance sample worksheet blank. Two pages.

O4-----Partial list of maneuvering speeds for the Swift given in terms of V speeds. Offered by Pete Johnson as an attachment to his letter. Sept 4, 1992. Three pages.

O5-----Letter from Harry Ferran offering a scale drawing of an instrumental panel blank to anyone that may want it. June 17, 1970. Three pages.

O6-----Equipment list for N 80637. Undated.

O6-----Equipment list for S/N 1483 (no N number). Undated

O7-----Letter from Jim Pace w/chart on characteristics of plastic for canopies and windows. Oct 31, 1978. Two pages.

O8-----Letter from W. Wirth on problems he has encountered in restoring N80637 w/ Jim Montague. September 16, 1976. Two pages.

O9-----Letter from Joe Williams on his new Swift. Also a "tip" on cleaning the Adel pump motor brushes. Oct 8, 1975.

O10-----Old Swift Newsletter articles. Nine pages. All subjects.

O11-----FAA letter issues a Technical Standard Order to J P Industries for the fuel flow meter FS-450 . Dec 1, 2000. Three pages.

O12-----Letter from NARCO appointing Swift Museum as a dealer #17371. Includes some sales literature and price lists. January 2, 2001

O12-----Sales literature for Electronics International including price lists.

O12-----Garmin GPS 100 Aviation Kit Installation Manual. Contain an index, general description, installation considerations and procedures, component list, cable installation instructions, wiring diagrams and related electrical data. June 4, 1991. Eight pages.

O13-----Goodyear parts list for lock ring retaining cylinder head brake assembly #9520093. Applies to 6.00X6 wheel brakes.

O13-----Univair parts price lists. March 1, 1969.

O13-----Univair parts list for GC-1B, pages 45-48. Pre-1970 listing.

O14-----AC 43-16 Airworthiness Alert # 31. Contains a article on cracked stabilizer attach fittings on Cessna 182's. Feb 1981. Three pages.

O14-----AVCO Lycoming "Flyer" # 30. Includes articles on combustion analyzers, incorrect tachometers testing, spark plug fouling and engine operation suggestions for operators. Dec 1977.

O14-----AVCO Lycoming "Flyer" #31. Includes articles on the Lycoming story, engine ratings and limitations, service letters and bulletins through May 1978, dual magnetos, the wide deck cylinder and the manually controlled turbocharger system. June 1978.

O14-----AVCO Lycoming "Flyer" # 33. Includes articles on precautions when flying from warm weather into cold weather, impact ice, service letters and bulletins through December 1978, 100LL fuel, warns against use of auto oils in aircraft engines and the Lycoming service school. Feb 1979.

O14-----AVCO Lycoming "Flyer" # 36. Includes articles on Safe Pilot '80, starter turning speed, using the right tools, turbocharging, service bulletins through May 1980, changes in TBO for some agricultural engines and multi-viscosity oils. July 1980

O14-----AVCO Lycoming "Flyer" #37. Includes articles on lead fouling of sparks and how to combat it, tips on changing the oil filter, oil additives, why rotate spark plugs, O-360 series still young after 25 years, the dangers of the incorrect fuel, service letters and bulletins through October 1980.

O14-----AVCO Lycoming "Flyer" #38. Includes articles on 80 octane engines verses 100 aviation fuel, notes on engine cooling, the problem of turbine fuel in piston engines, the fixed pitch propeller and service bulletins through May 1981. June 1981.

O14-----AVCO Lycoming "Flyer" #39. Includes articles on LT 101 turbine engines, hard facts about engine break-ins, the effects of octane on engine heat, improved fuel injector nozzles, model codes for reciprocating engines, winterizing your aircraft and service bulletins through Oct 1981. November 1981.

O15-----Letter from Hugh Evens on structural testing of the Cont'l IO-360 engine mount and the basic airframe structure supporting it. Fifteen pages. December 27, 1970.

O16-----Drawing of outside air and carburetor air wiring diagram for Swift S/N #1166 (N80973). Uses a Weston 606 meter and an AN 5525-1 temperature bulb. Undated. One page.

O16-----Letter to the Swift Parts Dept. announcing the change of address of M (Mickie) E Bodell. Mickie was a one time employee of Nagle Aircraft Signed by Gene H deRuelle. May 13, 1990.

O16-----Cruise Performance charts for Normal Lean Mixture at 2500, 5000, 7500, 10,000 and 15,000 foot altitudes. Includes RPM, MP, TAS (in MPH), Total Gal/Hr, Endurance and Range for 92 gals and for 128 Gals. Engine type and/or horsepower not given. Four pages. Undated

O16-----Horsepower and Gas Consumption chart for Cont'l C-125 engine. Shows HP versus gas per hour usage. Ranges from 125 HP down to 50 hp with corresponding fuel burn per hour. One page. Undated.

O16-----Horsepower chart. Shows manifold pressure from 20 inches to 30 inches and RPM from 1800 to 2550 with corresponding percent of power for each combination. Engine type not included. One page. Undated.

O16-----Cont'l Motors Performance charts for C-115, C125 and C145 engines. Shows sea level performance and altitude performance for each engine. Plots brake HP versus density altitude at 1900, 2100, 2300 2500 and 2700 RPM. One page. 162 copies. Undated.

O17-----Aviation Consumer article on navcom frequencies that tend to jam GPS receivers. Includes suggestion on how to avoid this problem on certain radio types.

O17-----FAA letter to Swift Museum issuing a determination on avoiding documents disclosure against STC SA 345 SO. Deals with the Thomas Barr accident, death and resulting law suit in Houston, Texas. Jan 8, 2002.

O18-----Machen drawing #52613 showing a typical engine instrument layout. Undated. One page.

O18-----Pamphlet that discusses the merits of avgas and their effect on plastic fittings. Includes information on the effects of toluene (fuel additive) on plastic items in the fuel system. Undated. Fourteen pages.

O18-----Letter from William E Polley discussing the question of auto fuel in aircraft. He gives an example where a local has been using auto fuel with good results for some time. Also discusses the question of leaning engines. Gives an example of his results using an Alcor system. March 20, 1981. Two two-sided pages

O19-----Century Flight Systems manual to install a Century II Auto Pilot in a Globe GC-1B. Includes complete instructions and STC SA 3088-SW-D. Includes a pilot handbook. Twenty four pages.

O19-----Brittain Industries Inc. letter to the Swift Assn. offering OEM discounts on Levelmatic, AccruTrack and AccruFlight Systems for the Swift aircraft. Includes a price list and three pages of literature on types of systems discussed. Nov 11, 1978. Five pages.

O20-----Leach Relay Co., Los Angeles, Ca. detail drawings of their P/N LC 1576 relay. 12 volt or 24 volt, intermittent or continuous duty. Relay type numbers: 5030 / 5050 / 5030-C / 5050-C / 5030-S / 5050-S.

O21-----Hand written letter from N Bevanda discussing his cure for solving the question of oil passage through the oil cooler on the Swift. Includes sketch drawings of the components. Nov 25, 1978. Four pages.

O21-----Monitair drawing showing the installation of a combustion monitor in a Cessna 170. Includes routing directions, hardware required and location of components. Revision B. Sept 25, 1963.

O21-----Swift Foundation reply to Francois Bougie on the success of the Cont'l O-300-D engine and Sensenich 74DC60 propeller combination over the last 20 years. March 26, 1996 One page.

O22-----Power pack overhaul worksheet. Form designed to report defects found during the repair of a customers GC-1A / B hydraulic pump. Undated. One page.

O22-----Swiftips suggestion sheet from Jim Pope on how to build a simple rivnut setting tool. Includes a sketch drawing of how the tool is assembled. Undated. Two pages.

O22-----FAA Order 8130.21A giving instructions on how to complete the Form 8130-3, Airworthiness Approval tag. January 3, 1994. Nine pages.

O23-----Internet addresses for aviation data both federal and civil. Undated. Five pages.

O23-----FAA letter to all IA's and Repair Stations discussing the new rules for Field Approvals that require notations for Instructions for Continuing Airworthiness (ICA). Includes FAA order 8300.10 effective October 7, 1998 that covers the subject.

O23-----Accident report on N 80978 (Paul Smith). No personal injuries but substantial aircraft damage. Accident date 8/20/03 @ Cottonwood, Idaho. August 22, 2003. One page.

O24-----Glasair Instruction manual Page 258 showing how to build a NASA inlet. Gives dimensions and locations for that aircraft. Undated. One page.

O24-----Don Luscombe Society advertisement announcing the availability of Goodyear brake clips P/N 9523482 used on the original Swift Goodyear brakes. Includes a cover letter advising the parts can be obtained from their organization. November 30, 2001 Two pages.

O24-----William Haley advertisement for his fiberglass trailing edge fairing. Gives installation instructions but no drawings or visual references. No longer available. Undated. One page.

## **INVENTORY END**