

N2301B is a well-maintained Swift that is currently located in Provo, Utah.

Swift N2301B, with 3,672 hours AFTT is considered average for Swifts which were built from 1946-1950.

The paint and interior are upgraded from original in and are in good condition.

N2301B has been modified with individual Cessna 150 seats, a larger engine, constant speed propeller, increased gross weight, auxiliary fuel tank, control sticks and fiberglass wing tips (original Wing Tips included) and cowling as well as numerous other modifications documented below.

Airworthiness Directives: Current

Service Bulletin Status: Current

IFR Certification Date: N/A

Gross Weight: 1,835 pounds

Empty Weight: 1,297 pounds

Useful Load: 538 pounds

Fuel Capacity: 36.5 Gallons

Comments: The maintenance record is extensive and very detailed. Some early handwritten entries are difficult to read.

The maintenance records consist of four airframe logbooks, one engine logbook, and one propeller logbook as well as a binder containing other documents such as the equipment list, weight and balance data, yellow tags, STCs and Forms 337. The first aircraft logbook is missing and the records begin on September 5, 1949 with 333.3 hours total airframe time (AFTT).

Aircraft and Engine times are tracked using a recording tachometer which currently reads 2094.04 hours.

The tachometer was replaced on July 16, 1972 at 1,606.7 hours AFTT with one that indicated zero hours.

A public record search of FAA and NTSB databases revealed no record of accidents or incidents for N2301B but there are logbook entries documenting damage repaired.

Current Damage: None

Historical Damage:

Damage Event: 01/15/1964

Extent of Damage: Moderate

Repairs: Right front center section spar web and leading edge skin

Damage Event: 03/22/1970

Extent of Damage: Minor

Repairs: Left wing

Date of Modification: 12/10/1976

Modification: Cessna 150 seats

Date of Modification: 08/27/1983

Modification: Buckaroo wing tips

Date of Modification: 08/27/1983

Modification: Alturair Molded Speed Cowling

Date of Modification: 05/25/1985

Modification: Cleveland Wheels and Brakes

Date of Modification: 07/23/1988

Modification: Lischer control sticks

Date of Modification: 06/06/1990

Modification: Merlyn Gross weight increase

Date of Modification: 07/05/1998

Modification: Whelen Strobe lights

Date of Modification: 07/05/1998

Modification: Bracket Air Filter  
Date of Modification: 07/05/1998  
Modification: Swiftronics fuel flow indicator  
Date of Modification: 07/05/1998  
Modification: Sky-Tec lightweight starter  
Date of Modification: 07/28/1999  
Modification: Auxiliary fuel tanks

Engine Manufacturer: Lycoming  
Engine Model: O-320-B3B  
Engine Type: Piston  
Engine Serial Number: L-8466-39A  
Engine Total Time: 4,452 hours  
Time since Overhaul: 570 hours  
Recommended TBO: 2,000 hours  
Date of Overhaul: March 24, 1999  
Overhauled By: Lycoming  
Engine Fire Detection: No  
Comments: This Engine was installed July 28, 1999 at 3,101 hours  
AFTT and 3,888 hours Total Engine Time.

Propeller Manufacturer: Hartzell  
Propeller Model: HC 82 VL-2C1  
Propeller Serial Number: K299  
Propeller type: Constant Speed  
Prop Reversers: No  
Time since Overhaul: 80.45 hours  
Recommended TBO: 1,000 hours  
Number of Blades: Two (2)  
Comments: There is an Airworthiness Directive (A.D. Note) which requires this propeller model to be overhauled every 60 months if it has not reached the recommended hours between overhaul (TBO).

Type of Avionics Manufacturer Model  
ALTIMETERS, ENCODING II MORROW 428-2003  
NAV/COMM NARCO COM 810  
TRANSPONDERS NARCO AT 165R  
Supplemental equipment: Swiftronics fuel flow indicator, Electronics  
International Engine Monitor, Electronics International Amp/ Voltmeter.