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FOUNDATION, INC.
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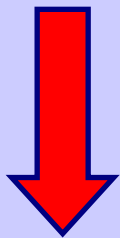
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MCMINN CO. AIRPORT (KMMI)

2026 Event Schedule



swiftraffle.com
Get your tickets
Today!!
Drawing Sept. 9th

Triple Tree
Sept. 21-17
Woodruff, SC

West Coast Swift Wing
Sept. 23—27
Jackson, CA

*If your Swift group is planning an
event this year please let us
know so we can include it in the
event schedule.*

Swift Museum Foundation, Inc.



Volume LVIII Issue #9

August 2026

Executive Director Report By Scott Anderson

We wish to express our sincere thanks the family of **George F. Dahler** for fulfilling the wishes of their father by donating his beloved Swift N2436B to the Swift Museum Foundation, Inc. after his passing. George joined this organization in October of 1970, when we were still the International Swift Association, and remained a loyal member until his death last year. George is among an extremely small group with membership spanning 55 years. Those commitments are treasured and not taken lightly.

Norm Fox, our official SMF “designated driver”, made the trip to Monterey, California to bring N2436B back to headquarters. We have begun evaluating its condition and it will be offered to the membership for bids when a value is established. The airplane is complete, mostly original and appears to be very straight, with some surface corrosion on the upper surfaces, and is very clean inside. It has always been hangared and is a 1950 model Temco. It has the auxiliary 9-gallon baggage compartment fuel tank, wing leading edge landing lights, and a very interesting array of vintage avionics. Currently equipped with an O-300-D Continental, this very straight airframe has a lot of potential to be restored to original condition. We will publish photos as soon as we are ready to offer 36B for sale.

This Swift deserves a new caretaker who is willing to get her back in the air. That is our goal here at SMF where our key mission and focus is to “Keep ‘em flying!”. This, in turn, will honor George’s Swift legacy and that of the Dahler family as well.

Many thanks to George’s family Michael, David, and Donna for their generous donation to the Foundation. Contributions like this are vital to the continued existence of our organization and the ability to support the Swift fleet.

Also, many thanks to Norm Fox for his exemplary donation of his time, use of his personal vehicle, and willingness to travel great distances for us. His contributions play a huge part in making donations like this possible. Thank you Norm!

!!!! Raffle Drawing—September 9th !!!!

swiftraffle.com

Get your tickets TODAY!!!

Online or call Swift Hq’s 423-745-9547

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Paul Mercandetti
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Swift National 2027 Fly-In

By Paul Mercandetti

Swift National 2027: Ask and they will respond.... After a great convention in Texas, thanks to Steve and Barb Wilson and their team, our South Carolina member Peter Burrows, has offered to host Swift National 2027 in the beautiful city of **Charleston, South Carolina next May**. This is exciting news as we have never taken the national convention to South Carolina! There is so much history and beauty in this area. I am sure it will appeal to just about everyone. We all like something new and different and this location has the ability to deliver. Peter is confirming the exact dates and checking for conflicts and hotel availability. Watch for additional information and updates in your upcoming newsletters. We are excited! Thank you Peter.

Oshkosh AirVenture: We saw many of you at Oshkosh this year despite the smoke that tried to block us out. Actually, after the first couple of days (we arrived early on Friday before the show) the wind picked up and blew almost all the smoke away and, as they say,... a good time was had by all.

Thanks to Barb Wilson for once again heading up the Swift dinner on Tuesday night. This is always a fun event, with over 50 people in attendance this year. Many thanks as well to Paul Barnett, Bo Mabry and Dave (Flea) Carpenter for leading the Swift forum on Thursday morning! There were many non-Swifters in attendance as well as our SMF members.

The Swift got a lot of favorable attention this year. We had about 12 Swifts on the ground that I was able to see. Sandy and I had the privilege of having our Swift N84799 on the 1946 display line of aircraft celebrating their 80th year. We were along side several other aircraft of the same vintage. Later in this newsletter is an article by Jim Roberts highlighting SMF members who were award winners at Oshkosh this year. The accomplishments and efforts honor our entire Swift family. We couldn't be more proud!

West Coast: Next on our list is the **West Coast Swift Fly-In** in Jackson, California (JAQ) September 23-27. This event is always a good time. Act quickly as the hotel fills up fast. (See *Karl Johanson article on page 7 For details*.) For those of you unable to make the trip out west, you might be interested in the Triple Tree So. Carolina fly-in (SC00) that same week. (See *Event Schedule*.)

Don't forget your Raffle Tickets....



swiftraffle.com

New Members

Welcome To The Swift Family!

Jonathan Martin — Pennsylvania
North Shetter — Michigan

EAA AirVenture Oshkosh 2026 Award Winners

By Jim Roberts

This year at Oshkosh some of our fellow Swifters received well-deserved recognition for their outstanding aircraft. In the Warbird category, the big winners were **Bill and Will Kientz**, with their remarkable **T-35A Buckaroo** restoration. If you saw the plane you aren't surprised, for it represents the culmination of a fifty year project. The Buckaroo received both the Grand Champion Post-WWII Award (Gold Lindy) and the Phoenix Award. The latter recognizes an aircraft returned to outstanding condition following an especially significant restoration effort. And to top off the cake, they also won two "Golden Wrench" awards. I don't think there were any happier people at awards night than Bill and Will, and the photo shows it!



Bill and Will Kientz are weighted down with hardware! Photo courtesy of Will Kientz.

Bruce Kaufman's snazzy super Swift, N3389K, won a Classic Aircraft bronze Lindy trophy for Best Class III (151-235 HP). Again, no one who saw Bruce's sparkling beauty would be surprised. And FYI, Bruce's plane is no hangar queen;



Bruce Kaufman (the man, the 'stache, the legend) and his award winning Super Swift.



Bruce's panel...a tasteful and functional combination of Aspen and Garmin glass. Photos by Jim Roberts

he's currently on a quest to fly to all of the 48 lower states in 2026. His latest progress report: "The 'eastern half' of the US has been completed. I have landed in 31 states (only 17 more to go). Total time in flight was 35.5 hours; total mileage of just over 5600. Plan to resume the romping in the fall with travel to the West/Southwest/Northwest and upper mid-west to complete the 48 states in 2026." Go get 'em Bruce!

To finish out the run, **Fabian Schouten** went home with a plaque for "Outstanding Swift," recognizing another beautiful bird, **N3232K**. Fabian reports: "It was Alan and Bonnie Erickson who had the plane for 35 years and built her the way she is now. Since my purchase I have done an avionics upgrade where much effort was made to maintain the original panel look as much as possible." West coast Swifters have fond memories of Alan and Bonnie, and the award is a tribute to their stewardship, as well as Fabian's continuance of their standard of excellence.



Fabian Schouten's award winner. Photo by Alex Kornreich

Congratulations to all, and thank you to everyone who brought their Swifts to Oshkosh for our 80th anniversary celebration. Whether you flew in or drove in, I'm glad you came and hope to see you (and more good friends) in 2027.

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Founded —1968 by
Charles E. "Charlie" Nelson

Howdy, Buckaroo!

By Jim Roberts

This story originally appeared in "EAA AirVenture Today," and is reproduced courtesy of EAA.



Will Kientz with the Buckaroo on display at EAA Warbirds. Note the polishing cloth.

Fans of vintage and warbird aircraft will find an aircraft with the DNA of both at this year's EAA AirVenture Oshkosh. Restored by the father and son team of Bill and Will Kientz, a rare TEMCO T-35A Buckaroo will be in the Training Command area in Warbird Country until Wednesday, when it will move to the Vintage Aircraft Association Red Barn for the rest of the week. And the path the Buckaroo took to get here is as remarkable as the aircraft itself.

Flashback eighty years to the TEMCO (Texas Engineering and Manufacturing Corporation) plant in Grand Prairie, Texas. Following TEMCO's acquisition of Globe Aircraft, GC-1B Swifts are rolling off the line. Then in 1949 the Air Force goes shopping for a new primary trainer. TEMCO engineers go to work on a tandem-seat aircraft based on the Swift, but featuring more robust construction and a 165-HP Franklin engine. Designated the YT-35A, (Y for "experimental"), the aircraft was nicknamed "Buckaroo" in homage to its Texas roots.

Beechcraft won the USAF contract with their T-34 Mentor, but the Buckaroo got a second chance. According to Swift historian Stanley Thomas, in 1953 TEMCO converted a Douglas C-54 for Saudia Arabia's king. This led to an order for ten T-35A trainers for the fledgling Saudi Air Force. The planes sported a .30-caliber machine gun in each wing and ten underwing rockets. Three of the planes were lost to accidents, and eventually the survivors were relegated to storage, baking beneath the desert sun at Jeddah Air Base.

Fast forward to 1976, and Bill Kientz is on assignment in Jeddah with Trans World Airlines. A member of the International Swift Association (now the Swift Museum Foundation), Bill spots the derelict Buckaroos and immediately recognizes their historical significance. After some serious lobbying by Bill on behalf of the Swift Association, the Saudi Air Force donates a single T-35A and enough spare parts to build a second bird. In return, the Swift Association agrees to restore one aircraft in Saudi Air Force livery for display in the U.S.

In 1977, thirteen crates were loaded onto a Saudi C-130, flown to Dobbins AFB, GA, and trucked to Swift headquarters in Athens, TN. A decade later, after thousands of hours of work by Swift Association volunteers, the "Saudi Buck" was named "Best Military Classic" and received a Silver Wrench Award at Oshkosh '87. For his extraordinary efforts in acquiring the aircraft, the Swift Association rewarded Bill Keintz with most of the parts not used in the project; those parts, along with others that were later fabricated, are what you see today.

If you think the Keintz Buckaroo was fortunate to survive decades of exposure to desert sun and salt air from the nearby Red Sea, wait 'till you hear what it went through at Bill's home base, Creve Coeur Airport in Saint Louis. As Will relates, the project suffered two floods; one in 1986 and another in 1993 when he was four years old. After the 1986 flood Bill built a shelf eighteen feet above the hangar floor and stored all the Buckaroo parts up there, but the 1993 flood topped that. Will says, "I vaguely remember some of it because my dad was crazy enough to bring me out with him and I remember being on the boat and there was about two, three foot of hanger space showing." Twenty five years later while working on the project, Will recalls, "When I cleaned out that first wing I was pulling out handfuls of mud...Missouri mud."

Bill started work on the restoration in the 70's, and it was on-again and-off again for years. Will says, "We always talked about it as a kid growing up. When you're ten, we're going to work on the T-35. When you're a teenager, we're going to work on T-35. When you're fifteen, sixteen...It just never happened. And a lot of it was my dad was supporting me. He wanted to make sure that I had a successful future and career."

Finally, after landing an airline job in 2018, Will realized it was now or never. "I was on reserve and I was just sitting there thinking, 'Dad's getting older. Shoot. Why not now?' So I talked to dad and I thought that, you know, we had a wing covered in Cosmoline. And I thought, oh, cool. All I gotta do is clean this thing up, wipe off the Cosmoline. I'm good at polishing...should be good to go. Little did I know."

Reality set in and Will realized, "Dad's not as fast as he used to be. I don't have the time off that I thought I'd have." So they moved the project to Athens Tennessee and put it in the capable hands of Scott Anderson, a noted Swift craftsman. Scott did the majority of the airframe restoration with Will helping whenever he could. Will says, "Scott ran the riveting gun and I was the buckner. I bucked a ton of rivets on that airplane."

With the airframe complete in 2023 the Buckaroo moved to Tailwinds Aviation Solutions in Perry, Georgia, where Bryan Ellingham and his crew completed the restoration. Will was again hands-on, recalling, "I was sleeping in a freakin' van down by the river to save money. No joke, like a Dodge Grand Caravan with a bed in the back of it."

Bill and Will spared no effort to breathe authenticity into their Buckaroo. The 210-HP Continental IO-360-ES engine is painted "Franklin Gray" like the original 165 HP Franklin. They sourced two replica .30 caliber machine guns, and machinist friends produced ten 2 ¼ inch replica rockets. The gunsight was a rare find, and Will describes making the deal with warbird legend Jay Wisler: "He's like, I will sell you this gunsight, but it goes with your project. You cannot sell this gunsight separate from your project. And so I was like, okay. Deal. I mean, it was a crusty thing, and I spent probably a month rebuilding it."

Nearly fifty years after its rescue from the desert, the Buckaroo made its maiden flight in Georgia on April 8th, 2026, with warbird expert Kelly Mahon at the controls. It was a full circle moment for Kelly, since once as a young man he flew the Swift Association's "Saudi Buck."

Of flying the Buckaroo, Will says, "It's a childhood dream come true. I grew up in the backseat of the [Swift] museum airplane and flying around with dad. So it's kind of cool to see it come full circle." When Will got the plane home to Creve Coeur, his first mission was to take Bill on an aerial tour of the Saint Louis Gateway Arch. Will remembers, "He just kind of took it in. He was pretty quiet. You know, my dad, he's a man of many words and few words. So when we got done he gave me a big hug, and we both shed a tear and I'll leave it at that." Today the Kientz Buckaroo sits proudly on display at EAA AirVenture Oshkosh, and you'll probably find Will alongside eager to share her story. CONTINUED

***The T-35
is authentic right
down to the rockets
under each wing.***



In Memory of Charles Hopkins

Submitted by Kyle Hook N90383

Earlier this year, the Swift community lost one of its finest members. Charles Hopkins passed away at the age of 85 in Camas, Washington.

Charles was born in Ord, Nebraska, and moved with his family to Colorado while he was still in grade school. From an early age, he had a passion for airplanes. Charles once shared a story from his Air Force basic training. While marching in formation, his drill instructor noticed him looking skyward and barked, "Hopkins, what are you looking at?" Charles answered, "An airplane, sir!" From that day on, he was assigned the job of spotting every airplane that flew overhead during his Air Force basic training.

Charles became an aircraft mechanic in the United States Air Force. When he left the military, he continued his career with United Airlines, where he worked as an aircraft mechanic for nearly 40 years.



His lifelong love of aviation naturally led him to the world of the Globe Swift. Charles became one of the foremost experts on these remarkable airplanes. His own Swift was among the first to feature a 200-horsepower engine, a bubble canopy, and a stick conversion—modifications that inspired many others in the Swift community.

Charles was more than an expert; he was an ambassador for everything Swift. He introduced countless people, including me, to the joy of owning and flying these airplanes. He helped me care for my own Swift and welcomed me to my first Swift Fly-In.

To Charles, every person he met was a potential new Swift owner. He loved sharing the airplane's unique qualities with anyone who would listen. He generously gave his time and expertise, whether helping solve a minor maintenance issue or tackling a major modification. I watched him help fellow Swift owners upgrade engines, install stick conversions, and complete countless other improvements. If a project involved a Swift, Charles was always willing to lend a hand.

Working alongside him was both a privilege and an education. Whether performing an annual inspection, rebuilding an engine, or installing a stick-conversion STC, there seemed to be nothing he couldn't accomplish. He approached every task with a smile, unmatched skill, and genuine enthusiasm.

Charles also taught me an important lesson: we are only caretakers of these wonderful airplanes. We enjoy them for a time, and then they are entrusted to someone else. The quality of the work we leave behind becomes our signature for those who follow. He especially emphasized never cutting corners, particularly when it came to electrical wiring.

Charles Hopkins leaves behind a legacy that extends far beyond airplanes. His knowledge, generosity, craftsmanship, and friendship enriched the lives of everyone fortunate enough to know him. He will be deeply missed, but his influence will continue to fly with every Swift he touched and every pilot he inspired.

Thank you Charles for everything you taught me. I see your touch on my Swift everyday and I will never forget you. Blue skies and tailwinds, my friend.

West Coast Swift Wing Fly-In

Good morning fellow Swifters! It's time to start checking the weather and planning your flights to sunny Jackson, CA! We're gearing up for another "sun n fun" of our own, California style! If you missed it last year, you'll want to make amends this year. Whether you're flying, driving, cycling or parachuting in, you'll want to set your course needle to KJAQ and enjoy catching up with old friends and make new ones all while enjoying activities we plan to have available for our guests.

Once again we'll have that large, I mean really big (20X40) tent on the ramp to enable all to enjoy the shade while remaining in sight of our beloved airplanes and sipping a cool afternoon beverage ;-). We'll engage in some fun activities that ensure there is something to do every day.

Fellow Swifter, Richard Clinton will be providing barbecue lunches, dinners will be a different venue each night and we will once again have a van for transportation services if you do not have your own vehicle on site. Rent from **Enterprise** (the local Jackson office number is (209) 223-4200 or a local provider (who may only have one or two cars available) is **Air Galore Car Rental**: ask for Mary at (707)-972-4498.

Attached please find 2 documents, one being the registration form, the second being an event description complete with a listing of events and schedules for same. It's subject to change as we refine plans but a good reference for planning your wardrobe that will fit in the steamer trunks you plan to stuff behind the seat of your Swifts!

Important notes for our visitors:

Book your room at the host hotel today! Amador Inn Best Western is located in Jackson and rates are a Swift Group Rate of \$105/night! **The hotel number is: 209-223-0211**. Call them now and ask for the Swift Group Rate. The **Holiday Inn Express** is our back-up hotel and is just down the road from the Amador Inn. Their number is: (209) 660-8547.

The local rental car agency is **Enterprise** and their number is 209-223-4200. There is also an agency that usually keeps one car at the airport and we are in the warm season still so it can be up to 90 degrees (but it's a dry heat), perhaps a shower (rare but has happened), cool evenings (maybe a sweatshirt, worst case).

We will have use of the Amador Inn's breakfast room in the evening so hangar stories can continue in to the wee hours (that be 10pm ;-)

We can accept payment for registration by **cash, check or Venmo**.

Here is how to let us know you are coming:

1) Print out the attached registration form.

2) Fill it in. **Then choose one of the following options:**

Option 1) Scan it, print it out and mail it back to me with your registration fee check attached (\$50 per person). Mail it to Karl Johanson, 16491 Calle Pulido, San Diego, CA 92128. (I'm in the Swift Museum Membership List).

Option 2) Scan it **OR** simply take a picture of the completed form. Email it back to me and then send your check via US Mail to Karl Johanson, 16491 Calle Pulido, San Diego, CA 92128.

Option 3) Scan it OR take a picture of the completed form. Email it back to me and then make your payment using Venmo. My Venmo payment account is: @vikingsd. Venmo is fast and convenient. If they ask for additional info about me, use the last 4 digits of my cell phone which is: **0435**

We look forward to seeing you in September!!

Regards,

The West Coast Swift Wing
Karl Johanson



AirVenture 2026 — Oshkosh, Wisconsin
Paul & Sandy Mercandetti's Swift reflecting light from the spectacular evening air show!
Photo by Jim Roberts, Courtesy of Paul Mercandetti