

## Progress report, June 2025

The dry ice blasting to remove the remaining foam is nearing completion on the rest of the areas in the cockpit and under the floorboards. The dry-ice blasting is doing a fantastic job of removing the foam remnants! Thank you Ryan Thimesch of BEPC for his time and talent!



Ryan Blasting Foam



Finished

The dry ice blasting turns the foam, remaining after manual scraping, into a fine dust that requires continuous cleanup!



Foam Before



Dust After

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Volunteer Al Goodwin, former Learjet company pilot, 'drives' the broom to help keep our hangar clean!



Al Goodwin

After the completion of the foam removal in the cockpit, we have decided to proceed with another novel use of dry ice blasting; to clean the grime and crud from other areas around the airplane. Trial areas show great promise to reduce the amount of manual labor required!

The nose landing gear doors have been removed and the nose avionics bay and nose landing gear bay are now ready to be cleaned by dry-ice blasting.



Nose Landing Gear Doors



Nose Gear Bay (looking aft)

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We now have large prints of the wiring schematics to help us identify wires and components. This will assist us in developing the new wire harnesses. A completely new wiring harness will be built to replace the 61 year old brittle harness that was recently removed. Some components are not planned to be reinstalled, such as the thrust reversers, so all of the wiring and components associated with these will not be a part of the new harness.

We just received the shelving to get our parts room sorted. We will need some volunteers to help assemble the shelves and move some things around inside the storage cage.



New Shelving

## Will You Volunteer?

We need your help with the restoration of 23-003! Help in **all** areas! A&P's, electricians and all people willing to assist others, move stuff around, hand a screwdriver to a mechanic, fill out forms and paperwork, push a broom or just provide enthusiastic support to others! We can use your expertise, whatever and however you can help! Schedules are flexible to your availability!

You don't have to be a former or current Learjet employee to volunteer!

Direct questions and to volunteer please contact our volunteer coordinator, Brenda Parks, through her email: [Brenda.Parks@ClassicLear.org](mailto:Brenda.Parks@ClassicLear.org)

## Want List

We need these items to support the restoration of 23-003. Please let us know if you have or know of a source for any of these items. Send us your/their contact info and we will take it from there.

We are currently checking out several leads for some of these items and other parts that we will keep on hand for spares.

To date we have received the right hand (copilot) control wheel (yoke) from Rich Williams and one round control wheel center emblem from Merlin King. (see article below)

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So far we have had a few leads, but unfortunately, none of these have lead to these parts.

Please help us find these items:

- Throttle quadrant, non-Thrust Reverser.
- Upper and lower engine cowlings, non-thrust reverser-Left and Right
- An early era Cabin Seat.
- Rudder.
- Early Rams Horn style control wheels – Left and Right (ex. p/n 2315155-41 LH, -53 RH))
- Round control wheel emblems with Lear Jet logo. (ex. p/n 2315155-46)
- Lear Jet logo style arm rests.
- Red and Green tip tank nose cone style nav light lenses.
- Aft tail cone access cover, located below rudder.
- Aft fuselage “Bird Cage” structure (Lower Rudder).
- Throttle cables. Lear 23/24 “Teleflex style”.
- Radar scope RCA AVQ 20 or AVQ 55 or Bendix RDR 100.
- These parts need not be in an airworthy condition.

**Remember that the Classic Lear Jet Foundation is an IRS 501(c)(3) non-profit and all donations are tax deductible!**



Pilot's Control Yoke

## Donation - Control Yoke

Rich Williams has graciously donated the early Lear Jet copilot control yoke from his vast collection of various yokes. Pictured below is his donated Model 23 yoke (copilot's) with the

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center emblem installed that was donated by Merlin King last year. Also, shown is a small part of Rich's valuable control yoke collection.



Donated Control Yoke and Emblem



Control Yoke Collection

Here's the email that we received from Rich following his control yoke donation:

I am very excited about what all of you at Classic Lear [Jet] are doing to preserve serial number 3 and the history of the early age of Learjet. Thank you for your time and effort in this major project!

My involvement started when I was about 10. I was an airplane nut and always knew I was going to be a pilot. I "grew up" at the Westchester County Airport in White Plains New York (KHPN). (suburbs north of NYC). I loved the Lear 23/24 series but there was only one based there. HPN was a "big iron" airport. Lots of JetStars and Gulfstreams. N993KL was serial number [24-]166 and was operated by Parsons and Whittimore, a paper pulp company. The "KL" was the initials of the CEO. I've attached a picture of me in it when it was new. A Gates Aviation salesman took the picture!

I regularly wrote to the folks at Learjet and they were so kind to me. I cherished every envelope I got from them usually with a brochure included. I still have every correspondence I ever got from them. They eventually put me on the "Contrails" mailing list! In August 1972 (I was 15) our family made a cross country trip to Wally World and my one requirement was we stop at Wichita on the way home to see Learjet. I made arrangements in advance and we got a private tour of the factory with a gentleman named Jim Hudson (anyone you knew?). Everyone was super nice to me and my family. I wore a suit of course. I've enclosed a picture of us touring the factory.

I flight instructed through college and then got a job flying a JetStar and a Gulfstream I. I flew just about every type of corporate jet EXCEPT the Learjet. I got a ride once in a 35 but that was it. I never even rode

in a 23/24! After 10 years of corporate flying and the loss of two jobs with very large corporate flight departments I decided to try the airlines. 34 years later I retired from American Airlines.

The control yoke which you now have came from Ebay. 20+ years ago I started collecting aircraft control yokes. It's nice to have a piece of aircraft history and the kid in me just loves the yokes. I've included a picture of some of my collection. The Lear yoke was advertised as an "unknown" aircraft so I got it for \$60 in 2003. Yoke collecting has become popular so the prices have gone crazy. When I heard about the foundation there was no doubt in my mind I wanted that yoke to go back on the airplane where it belongs. The rest of my collection will end up in a museum but I'm so happy this Lear yoke is going to the best possible place for it and will get used again!

Thanks for the info on the final disposition of [24-]166. I briefly considered ways of acquiring it for a museum but it sold and disappeared. At least it didn't end up at White Industries in a field. When it sold it did have the original yokes so it might be worthwhile for someone to contact them and try to get the captains yoke.

I'm really hoping I can get down to Wichita for a work day. Just give me advance notice and I'll be there. Thanks again for all your doing., Keep up the good work!

## Parts Purchase

Recently, we received a lead on some hard to find fuel pumps that turned out to be an excellent tip. We were able to purchase 10 fuel pumps!



Fuel Pumps

They will be inspected, functionally tested and repaired/restored if necessary prior to our use. Although 23-003 still has its needed 7 fuel pumps, we do not know if they are serviceable or repairable, so we purchased these in order to be sure that we will have enough 'good' units and some spares. We are also working with a bearing expert to see if we can find replacement bearings for not only these fuel pumps but all bearings on the airplane.

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## Visitors, June 2025

Members of the Experimental Aircraft Association (EAA) Chapter 88 came out to visit 23-003 N200Y on June 21, 2025. They were very interested in the restoration progress and asked many questions. Classic Lear Jet Foundation board members Ron Forshee and Rick Rowe conducted the tour.



Members of EAA Chapter 88

If you or your group would like to visit 23-003 and take a tour of the restoration progress, send your request to the CLJF email: [info@ClassicLear.org](mailto:info@ClassicLear.org)

## 60 years Ago

Jack Conroy, pilot, and Clay Lacy, copilot, plus 5 passengers, set three world speed records with 23-012 N1965L in what was dubbed the "Race with the Sun" on May 21, 1965. They flew from Los Angeles to New York and back with one fuel stop each way. The records: LA to NY in 4 hr 51 min; NY to LA in 5 hr 30 min; and round trip LA to NY to LA in 10 hrs 21 min.

**LEAR JET SETS NEW WORLD RECORDS!**



**PROVES PERFORMANCE LEADERSHIP ON 5005 MILE TRANSCONTINENTAL ROUND-TRIP – DAWN TO DUSK**

Advertisement Touting Lear Jet World Records

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Bill Lear, Jr., president of Executive Aviation, piloted 23-026 N706L from Wichita to Paris in 8 hrs 55 min. It becomes the third Lear Jet to go into service in Europe. N706L is owned by Executive Aviation of Geneva, Switzerland, the Lear Jet distributor for Europe and Africa. It will be used as a demonstrator.



*Accepting delivery of my LearJet 23 from Dad.  
Wichita, KS, June 1965.*

Bill Lear Jr. and Bill Lear, Sr.



*"Dad, just how badly did you screw me on the price of this bird?"  
"Son, you got the family price — list price plus 20%!"*

Bill Lear, Sr. and Bill Lear, Jr.

All three European Lear Jets were on display at the 1965 Paris Airshow; 23-007 D-IHAQ, 23-019 HB-VAI and 23-026 N706L.

Five Lear Jets were on display at the 1965 Reading Airshow, June 3-5, 1965 establishing a record for the most units of a business jet model at one location outside of the factory.



Four of 5 Lear Jets at Reading Airshow. Fifth Is On A Demo Flight

L-R: 23-021, 23-022, 23-023, 23-004

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The production line installed nine major sub-assembly jigs to produce the baggage floor, keel beam assembly, nose assembly and windshield assembly and skin panels. These assemblies are completed before the airplane goes into the master jig where these assemblies are installed. Prior to this, these assemblies were built in the master jig requiring 18 days to complete and install. The use of the new sub-assembly jigs cuts this time in the master jig to just 32 hours!

Mrs. Louise Timken, of Timken Bearing, became the second woman and 50<sup>th</sup> person to earn their Lear Jet Type Rating. She and her husband, H. Timken Jr., own 23-015 N88B and became the first husband-wife team to qualify in a business jet.

The Lear Jet Model 23 emergency evacuation test was conducted on May 27, 1965 by Loren Ralston. It only took 13 seconds for 8 people, two crew and 6 passengers, to evacuate the Lear Jet!



Emergency Evacuation Test

L-R: Fred Laqua, Joyce Davis (behind the clock), Glenda Doramus (last one out), Dave Hermann, Glen David, Bob Fisher, Donna Mc Millan. Not shown, Loren Ralston.

## **CLJF Merchandise at KAM!**

The Kansas Aviation Museum (KAM) gift shop, Amelia's Landing, carries some of the most popular Classic Lear Jet Foundation merchandise! You can visit the KAM gift shop at 3350 George Washington Blvd, Wichita, Kansas 67210 or by phone 316-683-9242. See their open hours on their website: <https://kansasaviationmuseum.org/>

***Remember that your purchase supports the restoration of 23-003!!***

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# RECHARGE!

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## Classic Lear Jet Foundation – Contact Info

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