

Progress report, August 2025

The final sealing of the fuselage, tip tanks and horizontal stabilizer has been completed and they were prepared to be shipped off to have their external paint removed. All openings, seams, windshield and windows had aluminum tape or sealer applied to keep the chemical stripper out of the inside.



Bill Kinkaid sealing gaps on right engine pylon



Fuselage Left Side - aluminum tape on windshield, seams and dorsal fin



Fuselage Right Side - aluminum tape covering windows and seams

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The tip tanks and horizontal stabilizer were loaded onto a trailer on August 5, 2025 and taken to a paint facility for paint stripping using Al Goodwin's truck and a trailer borrowed by Dave Dendurant. The tip tank cradles were the same ones that were used for their trip from Florida.



Al Goodwin with tie down straps, tip tanks on cradles loaded on trailer



Al Goodwin ready to take tip tanks and Horizontal Stab to depaint facility

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The fuselage was lifted off of its jacks and placed in its cradle on a trailer for its trip to have the paint stripped on August 12, 2025. The truck and trailer, as well as the trip to the paint facility, were donated by Patton Trucking of Clearwater, Kansas.



Fuselage lifted off of its jacks



Fuselage being lowered into its cradle

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Fuselage leaving building 14 to have paint stripped. Thank you Patton Trucking!

These parts should be back in building 14 in early September and ready to have the remaining bits of paint removed. Then we will remove the windshields, windows, panels, finish the internal foam removal and start the Non-Destructive Inspection (NDI). Any issues found on the skins, stringers, etc., such as corrosion, will be repaired or replaced.

While these parts are out to be stripped, we are currently setting up to do a pressure check of the right hand wing looking for any leaks. These results, along with the corrosion found on the left wing, will help us make a decision about the wing. Whether it is repairable or we must replace it. Cross your fingers!

We just passed 1,400 volunteer hours since 23-003 arrived in Wichita! Thank you to all of you who have contributed your time to help restore 23-003!

Visitors, August 2025

On August 7, 2025 Flight Safety (FSI) students, lead by their instructor, Phil Heseltine, visited 23-003 to see firsthand the restoration progress. They were thrilled to see this historic airplane and to learn that the delivery of this very airplane started the business jet industry.

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L-R: Phil Heseltine (FSJ instructor), students

Representatives from Visit Wichita came out to see 23-003 on August 22, 2025. Jaimie Garnett (VP of Marketing) and Marisa Pechanec (Director of Convention Sales) were given a tour of 23-003 and briefed on The Classic Lear Jet Foundation. CLJF board members Chris Marshall and Rick Rowe hosted the tour.



Chris Marshall, Jaimie Garnett, Marisa Pechanec, Rick Rowe

Tool Want List – Done!!

Thanks to an anonymous donor we now have the tools we were looking for!

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EAA Fly In

The Classic Lear Jet Foundation was a sponsor for the EAA Chapter 88 Annual Air Capitol Fly-In at the Col. James Jabara Airport on August 30th. We set up our booth the night before and were open ready for the crowd when the doors opened at 8:00 am.

We had many Learjet retirees, former employees and aviation enthusiasts stop by our booth to share stories, experiences, purchase CLFJ merchandise and ask questions about our restoration project.



Rick Rowe, Dick Kovich greeting guests and answering questions

Watch This Space!

(A *BIG* announcement will appear here next month!!)

We Need You

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

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60 years Ago

The report for the first quarter of the 1966 fiscal year, ending July 31, 1965, showed \$12.4 million in sales with earnings of \$1.3 million, which resulted in earnings of about 60 cents per share! Bill Lear was 'quite pleased to record a profit so soon'. Also, the delivery of 22 airplanes out of the 122 that had been ordered to date.

First Aid adds their first wheelchair to the 'modern equipment' in Lear Jet's First Aid department.

David Lear, 15, the youngest son of Bill, used his ingenuity to help those having to do filing in the bottom drawers of the file cabinets by making an upholstered skateboard to sit on. He even donated his own skateboard for the project!



Mary Sanders on the 'Skateboard'

Classic Lear Jet Foundation – Contact Info

Website: <https://classiclear.org>



Scan QR code:

Facebook: Classic Lear Jet Foundation

e-mail: info@Classiclear.org

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