

Progress report, September 2025

A major step in the restoration of 23-003 N200Y was achieved on September 9, 2025 when it returned from having the paint stripped from the fuselage, tip tanks and horizontal stabilizer. As you can see in the photos below, we will have to manually remove the remaining bits of paint.



Before



After



23-003 N200Y after depaint

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Tip tanks and horizontal stabilizer after depaint

The next step is to complete some additional dry ice blasting and remove the windshield and windows then start the Non-Destructive Inspections (NDI) of the fuselage structure. This will identify any structural components, skin, frames, etc. that will require repair or replacement.

The crew that stripped the paint paused in front of the fuselage of 23-003 just before it was loaded onto a Patton Trucking trailer for the trip back to building 14. They are (not in order in the photo): Dave Lewis, Kevin Dome, Harold Haviland, Will Brown, Joseph Irwin, Adam Biggs and Jay Prideaux (not pictured).



Depaint crew

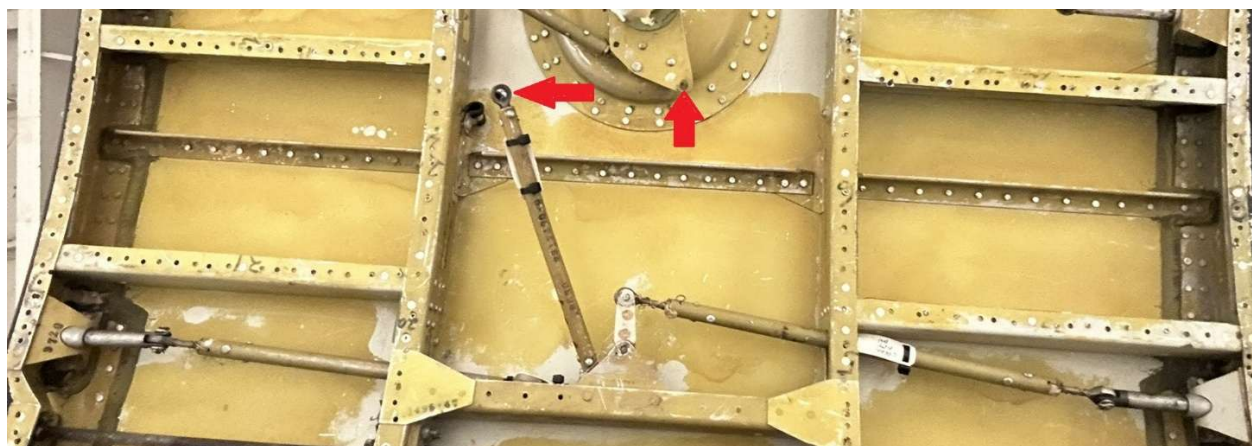
A big *THANK YOU* to the anonymous vendor that donated his company's time and resources to strip the paint!

Also, *THANK YOU* to Patton Trucking for donating their equipment and personnel to take 23-003 to the paint stripping facility and bring her home again.

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All in a Day's Work!

After 23-003 returned from having the paint stripped we discovered the upper cabin door could not be opened. The external door handle turned but, it would not open! The upper door must be opened first in order to open the lower door. We were locked out of the airplane!! We could not get in through the emergency exit because the Model 23 does not have an external release handle. We were thinking that we would have to break a window to get in. Then Bill Kinkaid had the idea of using a broom stick through a hole in the bottom of fuselage, where the lower beacon light had been removed, to reach the interior release handle on the emergency exit door. It worked! Dan DeMott climbed inside through the now open emergency exit and was able to open the upper cabin door from the inside. It was discovered that the bolt on the inside of the external door handle was missing, preventing the retraction of the cabin door latching pins. This bolt held the rod that actuates the door pin mechanism. The bolt fell out sometime during the trip to have the paint stripped. This prevented two of the upper cabin door latching pins from retracting and allowing the door to open.



Arrows showing where the missing bolt held the rod to the external door handle

Progress Report – 23-003 Engines

William Andrews, General Manager, International Turbine Industries (ITI), hosted a visit on September 27, 2025 from Classic Lear Jet Foundation (CLJF) board member Chris Marshall. He was shown the CJ610-1 engines from 23-003. They have been disassembled, tagged, racked awaiting the start of overhaul to coincide with the restoration of Lear Jet 23-003. Chris got to see first-hand the capabilities of ITI for overhaul of General Electric CJ610 (engine type on 23-003), Honeywell TFE731, JT15D and PW500 series jet engines. ITI has full NDI and test cell capabilities in their expanded facility. CLJF is grateful to ITI for their fantastic support of the restoration of Lear Jet 23-003 to flying condition!

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23-003's CJ610-1 Engine Parts, Ready for Overhaul

CLJF Celebrates 3rd Birthday

The Classic Lear Jet Foundation (CLJF) celebrated its third anniversary, September 6, 2025, by hosting a volunteer appreciation social meeting on September 13, 2025 at Deano's Grill and Tapworks in west Wichita. A good time was had by all!

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CLJF volunteers enjoying dinner

National Aviation Hall of Fame Enshrinement

Several members of the Classic Lear Jet Foundation volunteered to provide help at the National Aviation Hall of Fame (NAHF) enshrinement dinner and ceremony on the evening of September 19, 2025. They assisted in the teardown and packing of the table top centerpieces. The dinner and ceremony was held at the B-29 'Doc' Hangar, Education and Visitors Center.



Dick Kovich, Ron Forshee, Chris Marshall, Jim Edwards

Afternoon Meet and Greet

In the afternoon before the evening National Aviation Hall of Fame (NAHF) enshrinement ceremony event, primary donors Clay Lacy and Lynn Krogh and Ed Bolen, President and CEO

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National Business Aviation Association (NBAA), greeted invited guests to renew friendships, talk airplanes, view 23-003 and learn more about the Classic Lear Jet Foundation's efforts to restore and fly this historic airplane. Lilly Wu, Wichita Mayor, and CLJF supporter, also stopped by to see our restoration progress.

A big *THANK YOU* to Lynn Krogh for donating lunch for the event!



Ed Bolen, Clay Lacy, Lynn Krogh



Ed Bolen, Lilly Wu



Ted Faird, Ed Bolen, Tom Zwemke

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Visitors inspecting 23-003 N200Y



Jim Tidball going through the lunch line

Visitors, September 2025

On September 11, 2025 Flight Safety (FSI) instructor, Phil Heseltine, and his Learjet 45 class visited 23-003. They enjoyed seeing firsthand the restoration progress of this historic airplane. Also, to learn that the delivery of this very airplane started the business jet industry!



Phil Heseltine, FSI instructor (third from left) with his Learjet 45 students

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'Watch This Space' Announcement

The Classic Lear Jet Foundation has contracted with Midwest Single Source (MWSS) to handle our merchandise sales. They have the complete line of our logo merchandise plus items from the world record setting around the world *Century Mission* flight and the recent *Polar Mission*.

Remember all sales benefit the Classic Lear Jet Foundation and our efforts to restore and fly 23-003 N200Y, the airplane that **started** the business jet industry!

Check out the catalog of items at: <https://ClassicLearJetFoundation.liftoff.shop/> or use the QR code:



Donors

In response to our parts needed lists, the Classic Lear Jet Foundation would like to extend our sincere '**Thank You**' for the following recent donations:

- INCORA for the continued donation of hardware, screws, bolts, nuts, and wiring.
- CALSPAN for the donation of much needed throttle cables. (These were removed from 24-218 which, you may remember, was a longtime Learjet experimental testbed)
- A pair of tip tank nose cones, one with the red and one with the green navigation light lenses, were donated by Kevin Betson.

60 Years Ago

The first meeting of shareholders was held on September 11, 1965 with about 100 in attendance.

Wichita employees now number 1,700!

Southeast Airlines evaluated the Lear Jet as a 'third level air carrier'. They flew from Miami, Florida to Key West and back at 500 mph. More the twice the speed of their current Twin Beech!

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RECHARGE!

VOLUME 1

SEPTEMBER 2025

NUMBER 28

Dr Wernher Von Braun is flown coast to coast by a Lear Jet from his evening speaking engagement in San Francisco to Cape Kennedy in plenty of time to witness a 3:30 am series of test firings of the Saturn rocket.

Bill Lear addressed employees on September 15, 1965. Here is an excerpt from his speech that gives some insight into him:

"Few people realize the inroads that we have made in the aviation industry. The Lear Jet is getting the respect of the world," said Mr. Lear. "This respect that we are beginning to get makes it doubly important for us to bend over backwards to not only earn it but to deserve it and this means that of course we will expect to be even more perfect. A reason is the fact that we haven't sat down and said 'Well, we'll make this change on the second hundred,' or 'we'll make this on the next hundred.' Some of the things we have done--I could be criticized for, because I've said let's fix it now, let's make it retroactive, but it hasn't been foolish for one reason: It has generated this tremendous respect for our product."

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! We typically work Tuesday, Thursday and Saturday mornings from about 8:00am to noon. 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. Then check your email regularly to see when you are needed.

Classic Lear Jet Foundation – Contact Info

Website: <https://classiclear.org>



Scan QR code:

Facebook: Classic Lear Jet Foundation

e-mail: info@ClassicLear.org

Linkedin: Classic Lear Jet Foundation

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