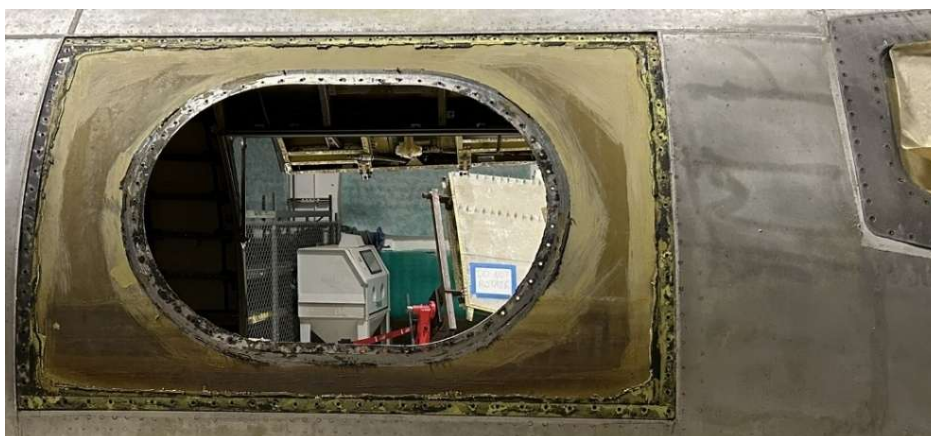


Progress report, October 2025

We continue to work toward preparing 23-003 for the Non-Destructive Inspection (NDI) phase of her restoration. The cabin windows were removed on October 8, 2025.



Right cabin window removed – Open cabin door in background



Left cabin window removed – Open emergency hatch in background

As of October 9, 2025, we are moving forward with the preparation efforts for the removal of the windshields. Lee Aerospace will do the actual removals in order to accurately manufacture duplicate windshields to fit into the existing structural framework and fastener hole pattern. Lee Aerospace will also manufacture new cabin windows for 23-003 N200Y!

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Jim Tidball, Al Goodwin (blue shirt) removing windshield screws

We are going through the wiring from each connector in the wiring bundle, that was previously removed from 23-003, comparing each wire to the production wiring diagrams to identify the purpose of each wire. This information will be used when we build the new wiring harness to ensure that it accurately covers all of the needs of 23-003.



Dave Dendurant with wiring diagram

The tip tanks were taken to the K&L Body Shop by owner Larry Ortiz to have the last remnants of paint and aerodynamic filler (Bondo) removed on October 21, 2025. **Thank You** Larry Ortiz and the K&L Body Shop for coming forward to help with the restoration!

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Larry Ortiz with tip tank showing paint remnants



Larry Ortiz and Dan DeMott loading tip tank

Late Breaking News

We delayed the release of this month's RECHARGE newsletter in order to include this last-minute breaking news: **The windshields have been removed!!**

On Friday afternoon, October 31, 2025, the crew from Lee Aerospace, Trevor Peacock, Trenton Lindsey, Terry Brodek, Jr. and Tim Walker (also the CLJF Treasurer), traveled to building 14 and removed the windshields from 23-003!!

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Removing Windshield Retainer
Trenton Lindsey, Terry Brodek, Jr



Left Windshield Removed
Trenton Lindsey, Trevor Peacock, Terry Brodek, Jr



Removing the Center Post
Trenton Lindsey, Trevor Peacock,
Terry Brodek, Jr, Tim Walker



Windshields Removed!!
Trevor Peacock, Trenton Lindsey, Terry Brodek, Jr

CLJF in the Media

Check out this Aviation International News (AIN) article regarding the work on 23-003's restoration progress: https://lnkd.in/g_gVZ_rH

NBAA Show, October 2025

Classic Lear Jet Foundation was represented at the 2025 NBAA-BACE show in Las Vegas, Nevada on October 14-16, 2025, by Rick Rowe, Director of Public Relations, Chris Marshall, Secretary, Tim Walker, Treasurer and Bart Gray, Vice President. They were on hand to answer questions about CLJF and our restoration. A looping video contained a couple of charts showing the restoration phases, progress, estimated schedule, projected costs and a few of the generous donations made to help in the restoration of 23-003. These charts are shown below:

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Lear Jet 23-003 Living Flight History Project



• 5 PHASE PROJECT

- ✓ **ACQUIRE** 501(c)(3) status achieved 12/22
Aircraft Purchased 8/23
- ✓ **RELOCATE** Accomplished 2/23
- ✓ **STORE** Started 2/23
Hosting agreement signed 9/24
- **RESTORE** Work in progress 10/24
- **PRESENT/DEMONSTRATE**

• RESTORATION PROGRESS

- Disassembly started 10/12/2024
- 500 Manhours achieved 12/2024
- Aircraft stripped to shell 2/25
- Inspection/Evaluation starts 2/25
- 1000 Manhours achieved 4/25
- Foam Removal starts 5/25
- 8/25 Exterior paint removal
- 1500 Manhours achieved 9/25
- Foam Removal expected 9/25
- Windshield removal expected 9/25
- Non Destructive testing scheduled 10/25



Lear Jet 23-003 Living Flight History Project



SCHEDULE AND COSTS

• PROJECT COMPLETION

Estimated 3 to 5 years until first flight based upon donations, financing and volunteer labor

• PROJECTED COSTS

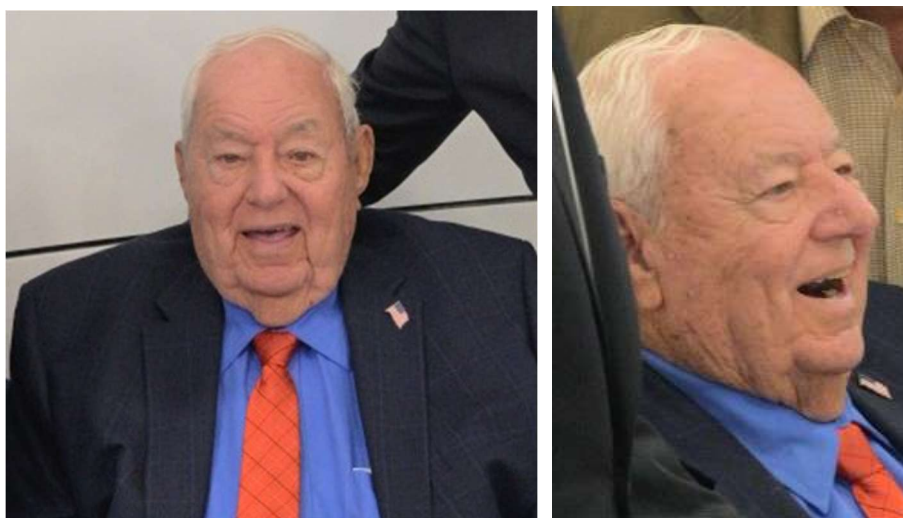
Estimated 3 to 5 million dollars;
\$1.8 Million raised to date in donated services and financial contributions

CONFIRMED DONATIONS

• PARTIAL LIST:

- CJ610 Engine Overhaul
- Aircraft Hardware, Electrical Wiring and Electrical Hardware
- Exterior Paint Removal
- Foam Removal
- Windshield replacement
- Non-destructive Testing

Clay Lacy, a Primary Acquisition Sponsor for the purchase of 23-003, was on hand for a 'meet and greet' the afternoon of the first day of the show. Numerous people came by to talk to aviation legend Clay Lacy about his storied career, airplanes, his connection to Bill Lear, the Lear Jet and the Classic Lear Jet Foundation. His strong passion for Lear Jet, CLJF and the preservation 23-003 N200Y was very evident to all who stopped by for a visit.



Clay Lacy enjoying talking Lear Jet

[Spectro | Jet-Care](https://www.jet-care.com/), a major sponsor of CLJF, graciously hosted CLJF and Clay's meet and greet at their booth. A big **Thank You** to Spectro | Jet-Care for a very successful event. For more information about Spectro | Jet-Care, check out their website at <https://www.jet-care.com/>

The picture below shows the Spectro | Jet-Care employees and the CLJF officers at the Spectro | Jet-Care's booth:



Tim Walker, Rick Rowe, Ron Ashby, Claudia Tobar, Chris Marshall, Staphanie Allen, Alan Baker, Pam Kaur

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Visitors, October 2025

Jay Thomas, who officially started the restoration of 23-003 by removing the first panel on December 30, 2023, showed a family friend, Brette Langham, around 23-003 N200Y on October 9, 2025. Jim Tidball and Al Goodwin took a break from their work to help Jay with the tour.



Bette Langham, Jim Tidball, Al Goodwin, Jay Thomas

Also, on October 9, 2025, Flight Safety (FSI) instructors, Phil Heseltine and Abe Vidulich took their current Learjet 45 class to visit 23-003. The class enjoyed seeing the airplane, the restoration progress and asked quite a few questions about Lear Jet and this historic airplane. They were very impressed with the progress of our restoration in such a short period of time!



FSI instructors Phil Heseltine (2nd from left) and Abe Vidulich (far right) with their Learjet 45 students. Classic Lear Jet Foundation is a non-profit IRS 501(c)(3) corporation. Donors can deduct contributions they make to CLJF under IRC Section 170. Donate at <https://classiclear.org/>

Ron Perovich and Terry Haug toured 23-003 N200Y on October 8, 2025. They shared their Lear Jet stories with CLJF members Rick Rowe and Dick Kovich. One special, historical story involved Frank Sinatra's Lear Jet, 23-031 N175FS. The airplane had experienced a cabin fire that required replacement of the original interior. Terry, who was working at Lear Jet at the time, was the person assigned to remove the damaged interior. He told us how he saved some pieces of leather from the cabin seats that had been thrown into the trash. Then he reached into the bag of artifacts that he brought along and showed us a couple of these pieces of this leather! At the end of the tour, Terry donated these leather pieces, from the original interior, to the CLJF. Thank you, Terry, for the stories and these pieces of Lear Jet history!



Ron Perovich, Terry Haug



Leather from Sinatra's Lear Jet

CLJF Merchandise

The Classic Lear Jet Foundation merchandise is available through Midwest Single Source (MWSS). 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* flight. The 'gold' patches and stickers were carried on board the airplane during these flights!



One of several T-shirt and hat designs

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The Century Mission 'Gold' patch



The Polar Mission blue sticker

These would make great Christmas gifts!!

Remember that 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:



Tools Donated

Jeff Epke donated a much-needed bandsaw to our growing restoration shop equipment.

The estate of Bob Upchurch donated a complete shop's worth of tools to CLJF. These tools included drill presses, stand grinders, a metal break, horizontal band saw, bench sander, hydraulic press and a roll-around toolbox chocked **FULL** of tools! These will be put to very good use during our restoration of 23-003. Thank You to the family of Bob Upchurch, especially Joely Gomez and Mike Upchurch for this generous donation!

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Full Toolbox



Drill Presses

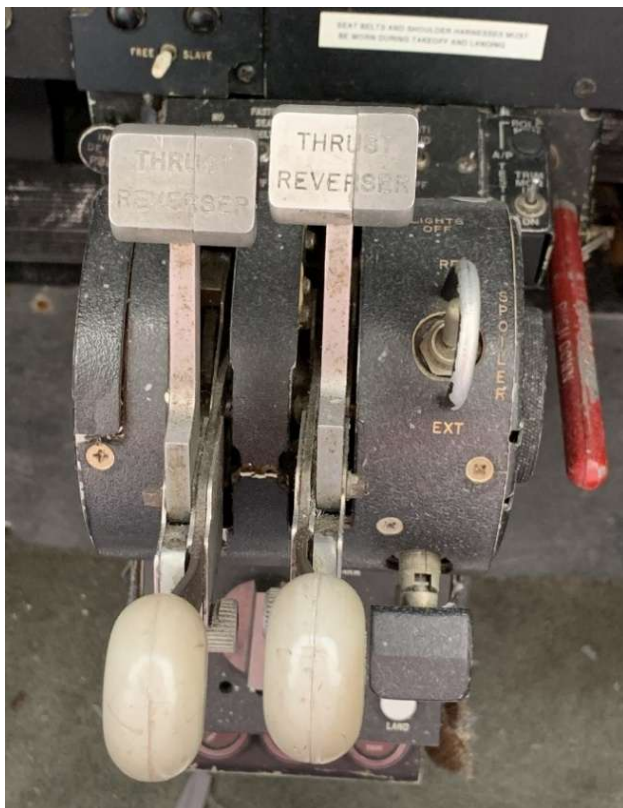


Stand Grinder

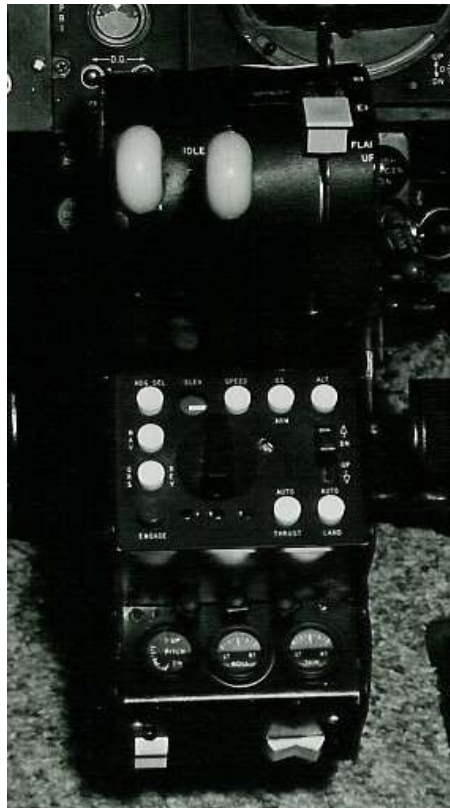
Wanted - Parts

We are looking for an original Model 23 throttle quadrant (without thrust reversers). 23-003 N200Y was delivered October 13, 1964 without thrust reversers. She was modified sometime after her original delivery to install thrust reversers. Since we intend to restore 23-003 back to her original configuration, we will need to replace the current throttle quadrant with a non-thrust reverser original version.

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23-003 Current Quadrant with T/R's



23-003 Original Quadrant

Also, we would like to find a rare, early “Lear Stereo 8” 8-track tape player. When the CLJF purchased 23-003, a “Pioneer” brand 8-track player was installed in the aft cabin cabinet, above the bench seat. We would like to replace it with a “Lear” player.



Early “Lear Stereo 8” 8-track tape player

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Donors

The Classic Lear Jet Foundation would like to extend our sincere '**Thank You**' for the following recent donations:

- Jeff Epke for the bandsaw.
- The Bob Upchurch estate for numerous power and hand tools.
- Larry Ortiz and his K&L Body Shop for taking on the project to remove the remaining paint and Bondo from the tip tanks.
- [Spectro | Jet-Care](#), for hosting CLJF at the NBAA-BACE show and the meet and greet with Clay Lacy. You made the event a great success for us.
- Lee Aerospace for removing the windshields and their preparations to manufacture the new ones.

60 Years Ago

At the 1965 NBAA show in Los Angeles, Bill Lear announces the new Lear Jet Model 40, "Lear Liner". Two seating configurations were to be offered: a 28-passenger airliner version or one with an executive interior. The 10th Lear Liner was sold at the show, which happened to be the exact number of sales that Bill said he needed to start production!

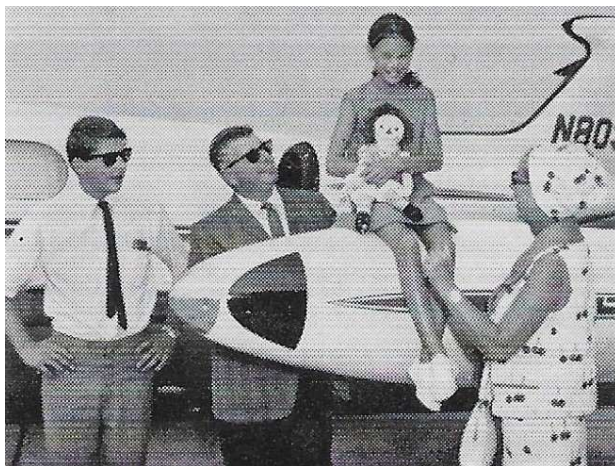


Lear Jet Model 40 "Lear Liner" model

Bill Lear, Jr., 37, was elected to the Lear Jet Board of Directors.

Bill Lear, Sr. and family flew 23-045A N803LJ to Europe on a 10-country tour of Europe. It was the first time the Bill Lear, Sr. had been back to Altenrhein, Switzerland since moving the company and production of the Lear Jet Model 23 (formerly SAAC 23) to Wichita, Kansas in 1962. Being a demonstration airplane, 23-045A N803LJ was sold at the conclusion of their European trip. The Lear family flew back to Wichita by commercial airline.

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David, Bill Sr, Tina and Moya Lear



23-045A N803LJ, P-16 (s/n 4) X-HB-VAC in Switzerland

FAA awards Lear Jet a Production Certificate!

23-015 N88B, owned by Louise Timken, the second woman to earn an FAA Lear Jet Type Rating, flew Republican party leader Richard Nixon to Alliance, Ohio for a speaking engagement because of his very tight schedule.

23-049 NASA 701 is the 1st Lear Jet in service for an agency of the U.S. government



23-049 NASA 701 on Lear Jet Ramp

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The Finance Department gets their new IBM 1440 computer installed. It has two storage disks that can store 2 million characters each! (Remember punch cards?)



Pierre Phaneuf loading a storage disk

[62 years ago, 23-001 N801L first flight, October 7, 1963]

[61 years ago, 23-003 N200Y was delivered, October 13, 1964]

Help!

We need your help with the restoration of 23-003! Currently, our greatest need is for people to write Purchase Orders to help us get the identified needed parts ordered. We need to have the proper parts on hand so the restoration can stay on schedule.

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.

We will contact you by email, so check your email regularly to see when you are needed.

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Classic Lear Jet Foundation – Contact Info

Website: <https://classiclear.org>



Scan QR code:

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