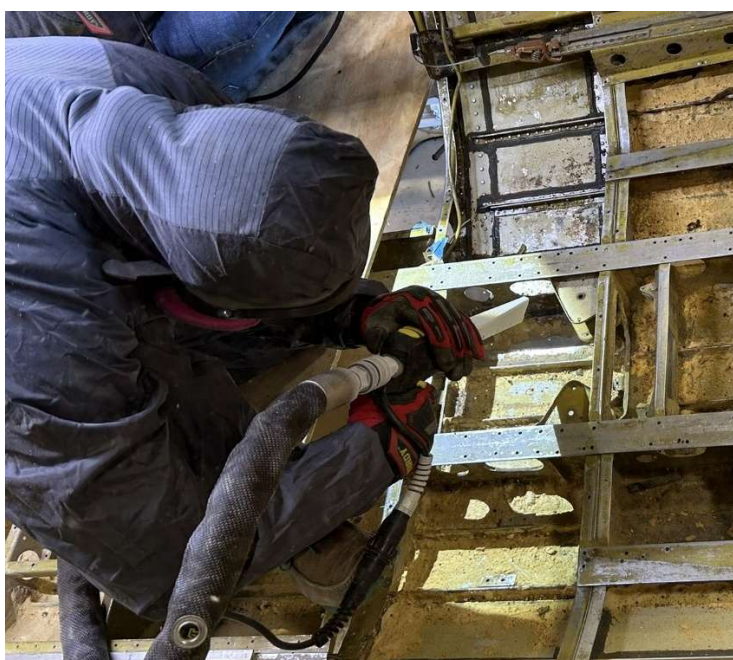


Progress report, November 2025

With the removal of the windshields, glareshield and remaining instrument panel framework, we now have access to the foam insulation around the forward pressure bulkhead and the most forward fuselage. Ryan Timesch, owner of Best Engineered Performance Coatings (BEPC), and his daughter Raegan, came out on November 14 and 15, 2025 to finish their removal of foam beneath the cockpit floor and these now exposed areas in the forward fuselage.



Ryan Timesch working on forward pressure bulkhead



Raegan Timesch removing foam below cockpit seat rail

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Following completion of the interior foam removal, the fuselage was moved to the north side of the hangar where it will be prepared for the Non-Destructive Inspections (NDI). It will be secured so that, after the NDI, any defective fuselage structure that is found can be repaired or replaced safely without allowing the fuselage to move or twist. The wing was moved to the south side of the hangar.



Fuselage ready to be secured

Visitors, November 2025

Shane Johnson and family came out on Friday, November 15, 2025, to witness the dry ice blasting first hand. They were impressed at how easily and completely the dry ice removed the fuselage foam. They were able to see the before and after effects of the dry ice.



Lori, Alex, Shane (seated) and Russell Johnson

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The latest Flight Safety International (FSI) Model 45 training class visited 23-003 on November 6, 2025. Rick Rowe, CLJF Director of Public Relations, and Ron Forshee, CLJF Board member, provided the tour for the class and their instructors Abe Vidulich and Phil Heseltine.



FSI Class with Instructors Abe Vidulich (far left) and Phil Heseltine (far right)

If you or your group would like to tour 23-003 N200Y, please let us know. Contact Rick Rowe at Rick.Rowe@ClassicLear.org.

Volunteer Spotlight: Al Goodwin



Lear Jet history for me:

My Lear Jet days started early. My father and Bill Lear were friends from back in Dallas, Texas. My father, Austin Goodwin, was called in early in the program as a flight/ground school. 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/>



instructor as this was a Lear Jet School. If not in school I would be on Harry Street observing the build of the factory. I had the good the luck to watch the building of [hangar] #1 [1962].

As the result of my father being an employee, I was able to attend the ground school and get my SIC [second in command] Wings [circa 1965]. As time went on, I would get as much time as I could either in the right seat or as an observer [1964-1965].

We had moved to Oklahoma. Dad received a call from Bill to get back to Lear Jet. My father of course was typed in the Lear and was rated in Bill's L-18 [Lockheed Model 18] Lear Star [N211L], Dad was to fly this aircraft and of course the Lear Jets off the line. This was great for me. I would fly right seat for Dad on the Lear Star [1965-1968]. Most of the pilots there did not want to get close to it. Tail wheel you know. I loved it! I would pick up Lear flights as I could. These were fun days. We always had pilots over to our house for parties as well as Bill and sometimes his wife, [Moya]. I thought this was just another day at Lear.

As time went along Dad and I took a job in Nebraska on a Lear 23 and a Lear 25 {25-005}. This was great for me as we flew and maintained the aircraft. Flights coast to coast, Mexico, and Canada were the usual.

I was now typed in the 23/24, 25, 35 and 55. All separate types. I also held an ATP rating.

I worked for and flew lots of very nice people: I worked for General James Doolittle. I flew the General and his wife many times. He was in charge of our flight department and on the Board of Directors. President Gerald Ford, Richard Nixon, Mr. and Mrs. Bob Hope were also regular passengers.

Around 1988 I went to work for Lear Jet Marketing department. This sent me around the world introducing the LR-31, LR-55C, LR4045/75 and Challenger 300 to the market place. Pete Reynolds and I flew the first LR-31 to Sao Paulo, Brazil for demo, one great adventure, it would take three pages to tell the story.

About 2 years later [circa 1990] I transferred to Production Flight Test. Around the world I went again.

Flight Test was going full speed. We were completing tests on the 31 and the 55C. FL510 was new to all of us with the exception of a pilot like Ed Chaplin. Ed was one class guy and I was fortunate to be assigned to him as my intro into Low-Speed Stability and Control, and flight test. Ed had flown the Martin B-57 Canberra. He was a wealth of knowledge.

Flights of interest:

LR-23-003 N200Y - Had come up for a return to service flight. I volunteered. I was off to Florida to take care of business. My typical pre-flight looked good so off I went. All went well and I was able to return with both engines running and three in the green, nothing to report as I

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remember. But, signing off the log book I found Bill Lear had flown this aircraft, and now I had flown the same. At present we are restoring this aircraft. It was the first Lear to go out the door to a customer. I was asked if I had flown this aircraft but could not recall because, as I stated, all went without a hitch. Later, they found my sign off in the log book. I started digging around for my log book, there it was! I had noted that Bill Lear had flown this aircraft. Made my day.

LR-23-006 N505PF - Savannah, Georgia was a basket case. Call for a return to service flight came in and as I recall we made 3 or 4 attempts, it just was not ready for flight. My last attempt was a no go. After talking with the factory, it was decided to send another pilot (Ed Grabman). He and I would fly it home. If we could get it airborne, they would work it in Wichita. I gave the owner a must do repair list and they complied. I put a ferry permit on it and made ready for flight. Here for the most part is what we had. The ferry ticket stated, as I requested, Day VFR. We had One Comm with a range of about 10 feet, No pressurization, One Nav that would scallop stop to stop but you could get within 30-40 degrees. No nose wheel steering. Windshield had one spot lower left-hand side you could see out, R/H [right hand] about same. So, Texaco road map and off we went. One stop in KLIT [Little Rock, Arkansas]. The L/H Guide vane valve actuator went south with fuel all over the ground. Factory came to our rescue and on to Wichita. It now sits at the Kansas Aviation Museum [Wichita, Kansas].

Timken LR-23-015 N88B - Canton, Ohio. This was a support mission. Fly with Mrs. Timken. She was typed and had many hours in the aircraft. One flight was from KAKO [Akron, Colorado] to KTUS [Tucson, Arizona]. This was one nice lady. This aircraft had Bill's Lear Flight Director installed, it was also installed in his Lear Star. We supplied a pilot from time to time, then the last was to KTUS where it now sits in the Pima Air & Space Museum [Tucson, Arizona]. I was honored to be selected to fly this aircraft with Mrs. Timken.

Jackson Hole [Wyoming] - LR-60 that ran off the end of the runway hit a snow drift. Nose gear taken out and damage to under carriage and fuselage. Lear sent Engineers and a Maintenance team to get it airworthy and fly it back to KICT [Wichita, Kansas]. A Ferry Permit was issued and stated Day, VFR. An all-day preflight was completed with the open items double checked. Landing gear was locked in the Down position, Flaps had been repaired, I cannot remember the status of the gear doors, but all had rework. Multiple holes in the belly and some patches. No nose steering. No pressurization as the result of too many openings. Now flight planning and crew brief. Take off and get over the hills. On with the Oxygen masks and plan for the what ifs. There are No charts for what we were getting to do. We briefed the Control Tower of what we could not do, and off we went. The 60 being what it was, she performed quite well.

As we were now a fixed gear Lear, we planned for a fuel stop and an overnight stay.



As we were approaching Cheyenne, Wyoming the tower said they had never seen a fixed gear Lear Jet before, so could we do a fly by. We were happy to approve their request. They were one happy Tower Crew. On we went to KICT just lots of noise.

For the condition of the aircraft, it did quite well. A big thanks to the team that glued it back together. It was repaired and sent on its way for many more flight hours. Flew it one more time as a return to service flight.

JDA [Japanese Defense Agency] LR-36 - Dave Sullivan and I delivered the first JDA aircraft to Japan. We departed Adak for Midway and all was going well until about 2 hours when our long range nav went to DR [dead reckoning]. Dave was flying and my job was to try to get this fly-a-way junk back on line as we still had another 4 hours to go. Midway in those days had a L.F. Radio Beacon that was one the last high power nav stations. I would give Dave info as I could. I was able to get the Ident around 1,000 miles out but no direction. We got a game plan and at about 800 out got enough reception to get a needle to swing. It was good to see reception! Midway is a just a dot on the ocean so it was a good thing when we made contact with Midway and a visual.

John Denver's LR-35 [35-027 N31WS] - return to service flight. Sat in John Denver's office chair with his music and instruments all around me. That was a feeling I cannot express, other than it was GREAT.

LR-31 - at FL-510 [51,000 ft] heading from New York to somewhere in Florida across the Kennedy Space center. Center and the Space Center were arguing big time and it was about us. The Space Center was stating we were in their Restricted air space and ATC informed them their Restricted area only went to FL-500 [50,000 ft]. We were above their airspace so we went on about our business. Several months later we heard their area was extended from the surface and up.

Loss of Pressure at FL-510 - Ed Chaplin and I were on our way back from California to KLNK [Lincoln, Nebraska] to conduct a return to service flight. All was going well until about 150 miles from KLNK when a loud thump was heard. I saw the pressure rate of climb pegged and climbing fast. I stated to Ed, as I was the PIC, that we had lost pressurization and we were executing an emergency descent. Ed's statement was "Damm if it is". That was Ed. Down we went all was text book. Landed, did the stall flight and flew the LR-31 home after flight test put us back together. Just a note all of our pressure line connections had come off. Another story another day.

LR-28/29 Return to Service flights - I would always volunteer as I had some past experience with these aircraft. Low level and not a lot of fuel one had to monitor the fuel remaining so as not to flame out. Just a few days ago I ran into a Lear mechanic that had flown with me on a return to service flight. He stated it was memorable. We were somewhere in Western Kansas and had

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to land at least 3 times to refuel before returning to base. Obviously, things were not going as planned. But all ended well and the mission was completed.

As I had thousands of hours in Lear's and a maintenance background, I was sent out for Return to Service flights along with aircraft that required, let's just say some work. We would also deliver special Mission aircraft such JDA LR-36 to Japan. Between Marketing and flight test I had several crossings of both the Atlantic and the Pacific.

My first deep stall occurred in a special mission Lear 36. When the elevator does not respond it gets your undivided attention, but all went well as it was text book recovery.

I retired from Lear Jet after 20 years and started work as a contract Test pilot/Corporate pilot for several years. Another story another day.

Allen Goodwin

CLJF Merchandise

A complete line of Classic Lear Jet Foundation merchandise is available at Midwest Single Source (MWSS)! They have all of the CLJF logo items for sale; caps, t-shirts, polos, sweatshirts, jackets, mugs, tumblers, etc.

Also, the *Century Mission* flight and *Polar Mission* flight patches and stickers.

A few of our unique and beautiful 60th Anniversary challenge coins are still available. These pictures just don't do justice to the beauty of the coin:



Front



Back

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A sample of the several CLJF logo tumblers and mugs:



Stainless Steel Travel Tumbler



Coffee Mug

These would make great Christmas gifts!!

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



Remember that your purchase not only will make someone happy, it will *also* support the restoration of 23-003!!

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Parts Donated!

CLJF received a pair, pilot and copilot, of early 'Rams Horn' style Model 23 control wheels and an original Model 23 throttle quadrant (without thrust reversers) courtesy of a generous donation by Kevin Betson!



Rams Horn Style Control Wheels



Early Throttle Quadrant

Documents Needed

To support the restoration of 23-003 N200Y, we need help locating some technical information. We are looking for a complete set of the following documents which are no longer readily available:

- Airplane Accessory Kits (AAK)
- Airplane Modification Kits (AMK)
- Service Kits (SK)
- Service Bulletins (SB) – pre ATA code
- Service Bulletins (SB) – by ATA code

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Donors

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

- Kevin Betson for the early Model 23 control wheels and throttle quadrant.

60 Years Ago

Bill Lear announces further details on the new Lear Jet Model 40, "Lear Liner". The two engines will be the Rolls-Royce Spey Jr having 8,750 pounds of thrust each. The maximum ramp weight is 36,750 lbs. It will sell for \$1.5 million *fully equipped*. Bill Lear predicts that there would be a market for 200 Model 40 airplanes! It was designed for 'short haul' airline use (known today as the 'regional-jet'). Bill Lear Sr. is the 'Father of the Regional Jet'.

Justin Dart, President of Rexall Drug and Chemical Company, orders the 1st Model 40. (Note that he placed the 1st order for the Model 23!)

The Model 24 is announced at the October 1965 NBAA show as the sister to the Model 23. It will be sold at \$695,000 versus the Model 23 at \$595,000. It will sport a new windshield and a new pressurization system that will maintain a 7,600 ft cabin while cruising at FL450. In keeping the Bill Lear's policy enabling owners to have the most modern and up to date airplane, the Model 23 can be retrofitted to a Model 24.

Now 65 Lear Jets are in corporate service with well over 11,000 flying hours!

23-055 N809LJ set a speed record from Santiago, Chile to Mendoza, Argentina, over the Andes Mountains, in 16 minutes 40 seconds.

23-004 N804LJ crashed on October 21, 1965 near Jackson, Michigan. The first Lear Jet accident. Lear Jet company pilots Glen David, pilot, and Lawrence Bangiola, copilot, are lost in the accident.



23-004 N804LJ

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RECHARGE!

VOLUME 1

NOVEMBER 2025

NUMBER 30

A new building is under construction north of the ramp to used for sanding the airplane prior to paint. It became known as the 'sand shed'.

Also, a new addition south of 'shipping' (building 5) will be used for Customer Service. To be named building 5A.

Lear Jet announces tuition aid for employees at universities and colleges. It will reimburse 50% of tuition for classes related to their Lear Jet job.

Would You Like to be Part of the Restoration?

We need help in **all** areas! Sheet metal, A&P's, electricians and enthusiastic supporters!

We can use **you**!

Typically, we 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.

Classic Lear Jet Foundation – Contact Info

Website: <https://classiclear.org>



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