

Progress report, February 2026

The tip tanks and keel beam are back in Florida!! S.E.A.L. Aviation has generously volunteered to rebuild and restore our tip tanks and keel beam! Since they are in southern Florida, we loaded them up in a truck for the trip back to Florida. Ron Forshee and Chris Marshall volunteered to make the long drive. They departed Wichita on February 15th at 12:35 pm and arrived in Florida at the Global Jetcare hangar two days and 1,306 miles later on February 17th. The tip tanks and keel beam will now be taken to the S.E.A.L. facility for restoration. [see the article below for more details about S.E.A.L. Aviation]



Bill Kinkaid, Ron Forshee loading right tip tank Hartney Hummer, Bill Kinkaid with left tip tank



Hartney Hummer, Jim Tidball securing keel beam



Ron Forshee ready to drive

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Tip tanks and keel beam in Global Jetcare hangar

A volunteer has started cleaning the flight controls, ailerons, flaps, etc., so that we can accomplish the necessary detailed inspections. As you can see in the photo below, they are quite dirty after sitting outdoors for years.



Aileron (top) and flap (bottom) await cleaning

Volunteers Dan DeMott and Cliff Ives are identifying all of the hydraulic and fuel tubes and components that have been removed from 23-003 with part numbers and Parts Catalog locations. The tubes will also have metal ID tags to facilitate vapor degreasing when the time comes for this operation.

Another milestone was reached late this month in the restoration of 23-003: The fuselage has been firmly tied down, securing it to prevent any movement. This will allow us to now start the necessary structural repairs! In the photos below you can see the cradles and supports securing the fuselage. One cradle just forward of the cabin door, a cradle aft of the cabin window, the jacks on the engine beams, a cradle just aft of the engine pylon and the tail stand.

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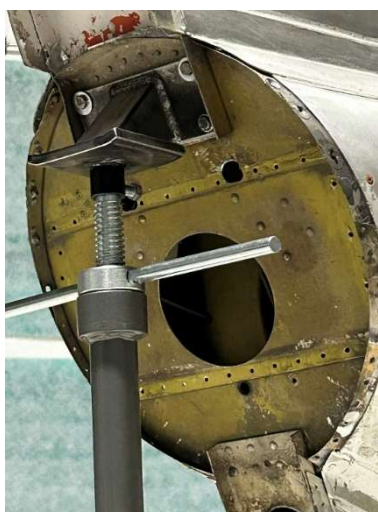


Fuselage supports



Fuselage supports

The unique tail stand was designed and fabricated by Hartney Hummer.



Closeup of tail stand fuselage attachment

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Three Years Ago This Month

It's hard to believe that it's been three years since a group of volunteers went to Bartow Executive Airport, in Bartow, Florida, to start 23-003 on the road for restoration! The disassembly started on February 19, 2023, was loaded onto a truck on February 23rd and arrived back in Wichita on February 25th. On February 27th she was placed in the exact spot on the Learjet ramp where she was delivered 58 years 4 months and 13 days earlier on October 13, 1964. On February 28th 23-003 made her public debut at an open house. A very busy month three years ago that began the story to save, restore and fly this historic airplane!



Fuselage Ready to Load on Truck - February 23, 2023



23-003 Arrives Back in Kansas – February 25, 2023

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23-003 in Exact Spot of Original Delivery - February 27, 2023



23-003 Public Debut – February 28, 2023



Three Years Later - 23-003 Being Secured for Structural Repairs – February 26, 2026

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Help Wanted:

A&P Mechanics

We have a current need for volunteer A&P Mechanics to supervise the other volunteers as they work on various 23-003 restoration projects. We need A&P coverage commitment for 3 days a week from 9:00 am to noon. This can be one person for three days or three different people, one day each. It does not involve Return to Service activities. Since we intend to fly 23-003 N200Y, we must follow the protocols for all maintenance accomplished on the airplane.

Project Manager

The CLJF is looking for a volunteer to become the Project Manager of our 23-003 N200Y restoration project. If you are interested in helping to make 23-003 flyable again, please let us know and we will contact you with the details of the position.

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

To volunteer please contact our volunteer coordinator, Brenda Parks, through her email: Brenda.Parks@ClassicLear.org

Volunteer Spotlight: Katie Yaverski-Moneyhun



Wow, totally unexpected. Was hired by Paul Silva Sr started work on May 16, 1978 in the stockroom. Couple weeks later was moved over to Vine Street. That was interesting to say the least. Cooked during the summer. Had a leak in the roof we could go ice skating in the winter. Was at Vine Street for almost one year then was moved back to the main plant. Got caught in

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the '82 layoff with what seemed like most of the employees at that time. Then was laid off two more times. Shortly after that transferred to customer service. Worked mainly in shipping and receiving area. Then took care of the core parts. Met my late husband Terry Moneyhun in 1990 we married in 2008. Both my parents Chuck and Roberta Yaverski worked for Learjet, my sister Linda Jesseph also employed. I decided to retire April 10, 2020 little did I know they everything was going be closed down three days later with Covid. My horses and dog were my savior during that time.

I go to church with Jay Thomas [former CLJF board member] and he I kept talking about 23-003. Then I watched a program on PBS about how B-29 DOC was restored. Thought I could be part of history to get 23-003 flying again. If my parents and Terry were still here, I feel like they would also be helping out.

I think that most people will agree keeping track of parts can be a bit difficult. Especially core parts. A core part is a used part off of the aircraft. These parts are generally sent out for repair or overhaul. With 23-003 being 62 years old, reading some of the part numbers is difficult if not impossible. Missing ID plates, gouges, etc. That is why I'm grateful for the help from the other volunteers. Since we have an antique plane, we are using an antiquated filing system to keep track of the parts. So, here is a rundown of what is going on at this time.

- 1) All of the racks and shelves have been numbered for locations.
- 2) For tracking location of parts. All the parts on the shelves will have an index card. On the card will list the location of the rack and shelf number. Part number and serial number if applicable. Description and name of manufacturer, etc.
- 3) If part numbers cannot be found on the part or are illegible. The part and an index card will go to others on the team to pull drawings. When the part number is found the part and card will come back to me.
- 4) With the correct part number, a 23-003 part tag is filled out and attached to the part. Once the part has a tag with information it will be placed back on the appropriate shelf.
- 5) The index card is then filed in alphabetic and numerical order.
- 6) When parts are sent out for any reason, the card will be moved to the outgoing file with information of where the part is going. Example vendor, in-house, with date and any other information required.
- 7) When parts come back in after repair or overhaul, etc. The card will be moved from outgoing to the incoming file. I will note on the card date received, order number if available. I will also add updated part or serial number if changed.
- 8) Copies will be made of all incoming paperwork and filed.
- 9) Our goal is to have a spread sheet set up some time in the near future.

Visitors, February 2026

The latest Learjet Model 45 training class from Flight Safety International came out to see our restoration of 23-003 on February 22, 2026. Ron Forshee, CLJF board member, gave the tour and provided the history of this unique airplane and answered numerous questions.



Instructor Phil Heseltine (third from left) and his FSI students

Air Capital Composite Squadron, KS-125 of the Civil Air Patrol toured 23-003 on Saturday morning, February 21, 2026. CLJF board members, Rick Rowe, Ron Forshee and Dick Kovich showed the cadets and senior members around pointing out various aspects of this unique airplane and answering any and all questions.



Air Capital Composite Squadron, Civil Air Patrol, cadets and senior members

Also, on the morning of February 21st, the board members of the Bleckley Foundation toured 23-003. They are restoring an historic airplane of their own, the World War I DeHavilland DH-4 biplane that is of the same type flown by Wichita's only Medal of Honor recipient, Lt. Erwin R.

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Bleckley. Their airplane is believed to be the only American built airworthy military DH-4 in the world. Having the common goal of preserving historic airplanes, they were keenly interested in historic significance of 23-003 and asked many questions. They were particularly interested in our foundation and restoration of our airplane. So, much so that, after the tour, they met with Bill Kinkaid, president of CLJF, who answered further, in-depth questions. Also, they invited us to come out and see the restoration progress on their DH-4 airplane.



Bleckley Foundation Board Members



Bleckley Foundation Board meeting with Bill Kinkaid (far right)

On February 26, 2026 Mirna Sainz Gomez, Senior Advisor, Bombardier Marketing, came to Wichita from her office in Montreal. As part of her visit to the Wichita site, she toured 23-003. Chris Marshall, Bill Kinkaid and Dick Kovich showed her the restoration's progress, told her about the history of the development of the Lear Jet and Bill Lear. Also, the historical significance of 23-003 to Lear Jet, the business jet industry and the city of Wichita. Mirna was very interested in our project and promised to visit us again on her next visit to Wichita.

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Chris Marshall, Mirna Sainz Gomez, Bill Kinkaid

Another visitor was the Air Capitol Dial company. Bill Kinkaid, CLJF president, and Chris Marshall, CLJF secretary, gave them a tour and explained the historic significance of 23-003 on February 13, 2026. They specialize in refacing dial instruments and making new panel overlays. We also discussed with them the possibility of their help with the restoration of the numerous instruments and circuit breaker panel overlays of 23-003.

Visit 23-003

You and your group are welcome to tour 23-003 N200Y. Contact Rick Rowe at Rick.Rowe@ClassicLear.org. to set up a tour of our restoration. (Note: Tours will have to be scheduled on non-NDI testing days because of the use of X-rays.)

Book Signing at Embry Riddle

On February 18, 2026 Brenda Lear, CLJF principal donor and Advisory Board Member, was at Embry Riddle Aeronautical University's aviation week activities signing the book written by her late husband, Bill Lear, Jr., *Fly Fast.... Sin Boldly, Flying, Spying & Surviving*. She enjoyed talking

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to people who stopped by her booth about her husband, his book and the CLJF and our mission to restore and fly the first delivered Lear Jet, 23-003. Supporting her were CLJF board members Bart Gray, vice-president, Ron Forshee and Chris Marshall, secretary. Brenda gave away 75 books, with a personalized note and autograph in each one! She also gave away CLJF key chains.



Bart Gray, Ron Forshee, Brenda Lear, Chris Marshall

SPONSOR – THANK YOU

We would like to say **THANK YOU** to S.E.A.L. Aviation, a major sponsor of CLJF! They have volunteered to restore the tip tanks and keel beam from 23-003.

S.E.A.L. AVIATION



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S.E.A.L. Aviation is headquartered in South Florida and provides worldwide service with 24-hour AOG service. Their teams provide on-site mobile fuel tank repair and maintenance. They also have expertise in Non-Destructive testing (NDT), structural repair and welding.

S.E.A.L. Aviation is a Certified Repair Station with FAA, EASA, Mexico and Canada and can provide services for Learjet Bombardier, Cessna, Gulfstream, etc. airplanes

60 Years Ago

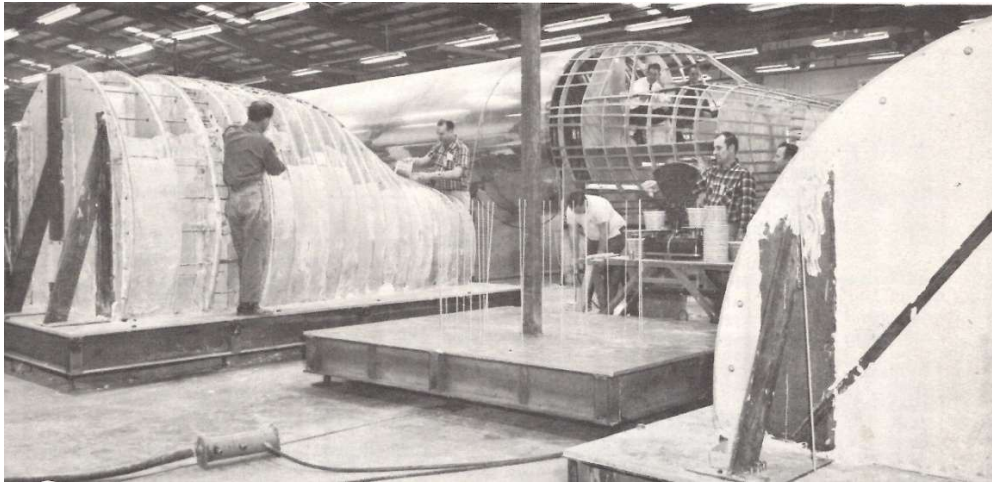
In February 1966, Lear Jet opened Plant #2 at 231 North St Francis, Wichita, Kansas. It is in operation milling parts for the Lear Jet airplanes. It was the former Beardsley and Couchman, Inc., Machine Shop. The shop has machines for every type of milling, including a D-2 mill, one of a very few in this country.



Lear Jet Plant #2 - 1966

The Model 40 “Lear Liner” mockup is expected to be complete by the first of March 1966. The master plaster molds are in work that will be used to make the production tooling. First flight of the Lear Liner is scheduled for April 1967.

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Lear Liner Mockup (center), Fuselage Master Plaster Molds (top on left and bottom on right)

Documents Needed

We need help locating a complete set of these documents to support the restoration of 23-003:

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

CLJF Merchandise

Check out the online store at the CLJF website: <https://classiclear.org> which is hosted by Midwest Single Source (MWSS). They have all of the CLJF logo items for sale; caps, t-shirts, polos, sweatshirts, jackets, mugs, tumblers, flight patches and stickers, etc.



Baseball Cap – Tan

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VOLUME 1

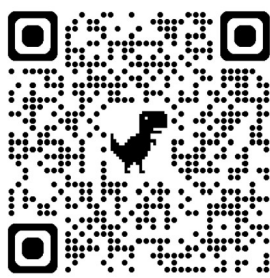
FEBRUARY 2026

NUMBER 33



CLJF Self-Adhesive Sticker (about 6 1/8 in long)

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



Remember that your purchase will support the restoration of 23-003!!

Classic Lear Jet Foundation – Contact Info

Website: <https://classiclear.org>



Scan QR code:

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