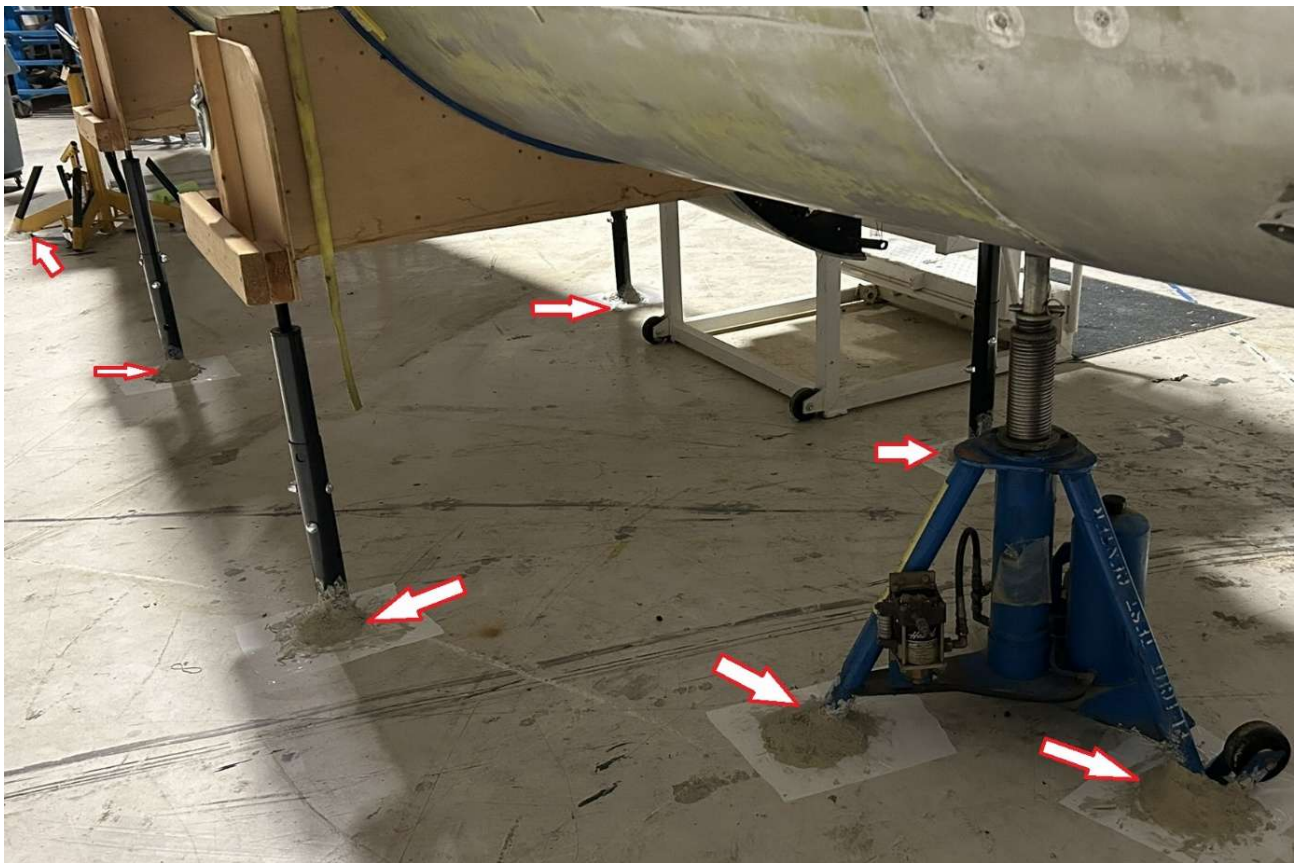


Progress report, April 2026

April was a historic month in the restoration of 23-003 N200Y!! First, on April 14th, after final leveling, the fuselage cradles, jacks and supports were secured firmly to the hangar floor with a special plaster mixture containing hemp fibers (some ropes are made with these fibers). This plaster mixture is commonly used on the factory floor to set tooling jigs so that they cannot move ensuring accurately produced parts and assemblies.



Plaster mixture (arrows) firmly holding fuselage in place

With the fuselage secured, we were able to start the removal of skins from the fuselage that need replacement or repair. On April 21, 2026 Hartney Hummer removed the 1st skin panel!! This panel is on the left side of the fuselage, just aft of the engine pylon. This particular panel is not repairable and will have to be replaced. Removal of this panel will also allow the non-destructive inspections (NDI) of the aft fuselage to continue. The NDI test equipment is too big to fit inside the aft fuselage so it will be positioned outside of the stringers pointing inside.

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Hartney Hummer removing 1st skin panel



Hartney Hummer holding removed panel

International Turbine Industries (ITI) has started the restoration of our CJ610-1 engines. The inspection of the engine cases has started in preparation for them being shipped out to have a coating applied. During earlier discussions between ITI and CLJF, we decided that during the restoration, the engines will be upgraded to the 'dash 4' (CJ610-4) configuration. The CJ610-4 engine is a previously approved FAA configuration for the Model 23.



Cases from our engines

The identification, measuring, cutting and marking of the new wiring, for the new harness, continues with the 16 gauge almost completed. Meanwhile, all the parts removed from the airplane continue to be identified, inspected, and dispositioned for service, replacement or overhaul. A big **THANK YOU** to all the volunteers! We know it is a bit frustrating right now as we can't have all the volunteers that want to help access the hangar because of the construction on the building, but that will come to an end later this summer. Please be patient. 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/>

CLJF on TV

The Classic Lear Jet Foundation was featured on local Wichita TV station KSN's 'Good Day Kansas' show which aired on April 16, 2026. CLJF board members Chris Marshall and Dick Kovich were interviewed by Avery Osen, host of KSN's lifestyle show, on a variety of topics about CLJF, the significance of 23-003 and our restoration progress. Our interview, one of three, was dedicated to Aviation Honors. The show was sponsored by the Skyward Credit Union, represented by Aggie Tuxhorn, EVP, Chief Brand Officer. We were hosted by Jamie Bailey, Account Executive at KSN TV. The segment was filmed earlier in the year on January 23rd. 2026

Here's the link to the segment: <https://www.youtube.com/watch?v=BxfHSpaDO70>



Avery Osen (KSN), Aggie Tuxhorn (Skyward CU), Dick Kovich, Chris Marshall

Visitors, April 2026

On April 14th, Bart Gray, CLJF vice-president, flew Paul Murphy from Florida to Wichita in his Cirrus airplane. Paul, Assistant Professor in the Aviation Maintenance Science Department of Embry-Riddle University in Daytona Beach, Florida, came to Wichita to tour 23-003 and talk to us about the possibility of Embry-Riddle Aeronautical University helping with our restoration.

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Chris Marshall, Bart Gray, Bill Kinkaid, Paul Murphy

CLJF at Kansas Aviation Museum

On the evening of April 16, 2026, the Kansas Aviation Museum (KAM) hosted about 1,000 university students from around the world who were in Wichita for the American Institute of Aeronautics and Astronautics (AIAA) "Design, Build, Fly" competition. CLJF supported event by being close by the museum's Lear Jet, 23-006 N505PF. All airplanes were open, allowing the students to climb inside, including 23-006. We answered numerous questions about Bill Lear, his entrepreneurial spirit and his Lear Jet. Most students didn't know that the Lear Jet was the first airplane designed, built and certified from the very beginning as a business jet.



Dick Kovich, Ron Forshee, Chris Marshall



Dick Kovich, center, talking to Georgia students

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Students around 23-006 N505PF

60 Years Ago

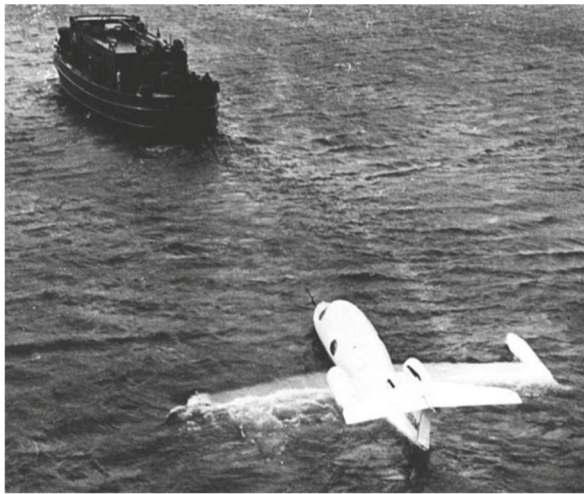
At 2:00 pm on Friday, March 18, 1966, 23-061 N316M 'landed' in Lake Michigan! During a holding pattern at 6,000 ft. while awaiting an approach to Chicago's O'Hare airport, 23-061 encountered icing which caused one engine to flameout. The crew declared an emergency and diverted to Meigs Airport. About 4 minutes later the second engine flamed out. They had a dual engine failure because of the icing of the engine inlets. The pilot had to make an emergency water landing in Lake Michigan about ¼ mile short of the airport. The FAA tower operator said that the crew made a "perfect water landing". Neither of the crew, the only people on board, was seriously injured. Also, the airplane was not badly damaged. The pilot exited through the upper cabin door and the copilot exited through the emergency exit in the cabin. A helicopter dropped a life raft to the crew who were soon rescued by a Coast Guard cutter. The next day, Saturday April 19th, after floating for 24 hours a rescue boat was sent out to tow the airplane to shore. They tried to throw a 3 prong, 18-pound, hook through the windshield three times, but it just bounced off each time. Once nearly hitting the crewman who threw it! They finally 'hooked' the airplane by getting the hook through the left-hand nose avionics door. During the tow in, the hook tore through the avionics door, stopping at frame 1, where the nose radome attaches. It was towed to the Burnham Harbor Yacht Club. Once ashore, the airplane was lifted out of the water. The pilot admitted that he failed to turn on the engine nacelle heat while flying in visible moisture.

The *rest* of the story: Praising the crew for the landing, Bill Lear sent a telegram to the crew: "Standby for issuance of platinum Lear Jet pins with duck feathers attesting you are only fully checked out members of the Lear Jet Amphibian Club"!

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23-061 N316M 'hooked'



23-061 in tow



23-061 being lifted out of Lake Michigan

A&P Mechanics Wanted

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.

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

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Wanted: 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.

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

Watch this space for an announcement!!

Kansas Aviation Museum!

The Kansas Aviation Museum (KAM) gift shop, Amelia's Landing, carries some of the most popular Classic Lear Jet Foundation merchandise! You can visit the KAM gift shop at 3350 George Washington Blvd, Wichita, Kansas 67210 or by phone 316-683-9242. See their open hours on their website: <https://kansasaviationmuseum.org/>

Midwest Single Source!

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.

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!!

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Classic Lear Jet Foundation – Contact Info

Website: <https://classiclear.org>



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Facebook: Classic Lear Jet Foundation

e-mail: info@ClassicLear.org

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