

Progress report, May 2026

Throughout the construction going on in bays 1 and 10 in building 14, our dedicated volunteers continue to make significant progress. On June 4, 2026 they removed the leading edges from the horizontal stabilizer. This will allow us to start the structural inspection. Once completed, it will be transported to DAS Aviation for restoration.



Horizontal stabilizer with Leading Edges Removed

Also, on June 4th, the wing from 23-028, that we acquired for parts, was removed from the wing dolly and installed on the 'rotisserie' by volunteers Jim Tidball, Dan DeMott, Hartney Hummer and Al Goodwin. Next, we will check the condition of the wing by performing a leak test on each wing and start removing parts from various wing systems.



L-R: Jim Tidball, Hartney Hummer, Al Goodwin

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L-R: Hartney Hummer, Dan DeMott, Al Goodwin Removing Wing Dolly

The daunting task of making a new wiring harness to replace the existing 62-year-old wiring harness continues. On June 9th we caught volunteers Bud Ledom, Rob Bielman and Dave Dendurant hard at pouring over drawings identifying the wires, connectors, switches, etc.



Bud Ledom, Rob Bielman - Working on Wiring

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Bud Ledom, Rob Bielman, Dave Dendurant - Reading Drawings

A Memorandum of Agreement (MOA) between the CLJF and Embry-Riddle Aeronautical University (ERAU) was signed on May 28th. This MOA details the responsibilities of each of us for the restoration of the landing gear.

On June 10, 2026, Jim Long and his son, Zach, of Noble Jet, picked up the landing gear retraction actuators and the box of various hydraulic actuators. There they will be tested and rebuilt. **Thank You Noble Jet!!**



Zach & Jim Long with Actuators

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On June 26, 2026, CLJF board members, Bill Kinkaid, CLJF president, Chris Zalusky and Rick Rowe, CLJF director of public relations, traveled to Dodson International Parts, Inc. (DIPI), in Rantoul, Kansas to meet with JR Dodson, CEO of DIPI. They discussed obtaining parts for our restoration of 23-003, toured the facility and searched for several needed parts.



Chris Zalusky, Rick Rowe, Bill Kinkaid, JR Dodson

CLJF Educational Outreach

On June 18, 2026 the Classic Lear Jet Foundation continued our Educational Outreach mission when we met with the Civil Air Patrol (CAP), Air Capitol Composite Squadron. Chris Marshall presented a brief history of Bill Lear and the genealogy of the Learjet products. He explained the historical significance of Lear Jet 23-003 N200Y and our efforts to restore and fly her again. Rick Rowe and Dick Kovich supported Chris and answered numerous questions from the cadets.



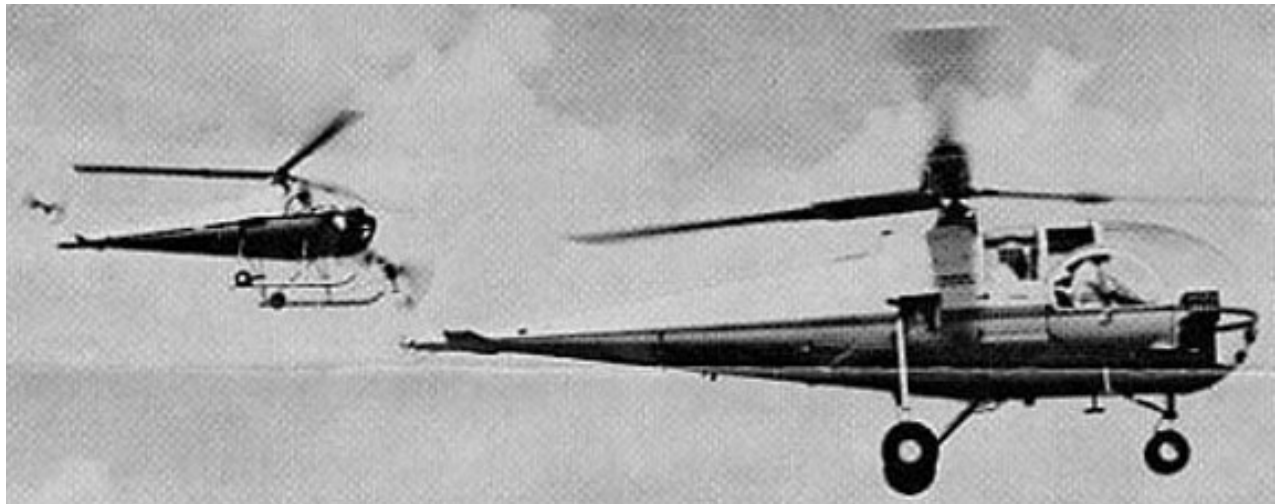
Chris Marshall Presenting to CAP

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60 Years Ago

The Brantly Helicopter Corporation of Federick, Oklahoma became a subsidiary of Lear Jet Corporation on May 24, 1966. In a stock transfer transaction, Lear Jet assumed 97% ownership of the Brantly company. At that time, Brantly with approximately 100 employees, was building the two-place Model B2B and the four-to-five-place Model 305 helicopters priced at \$23,750 and \$54,000, respectively. Additionally, single and twin turbine models were under development. Over the previous few months Lear Jet had been evaluating several designs in the rotary-wing field and was impressed with the Brantly helicopter. The acquisition was seen as a significant step forward in the Lear Jet plans to offer a variety of the highest quality aircraft products. The new board of directors was; Bill Lear Sr., Bill Sipprell, Bill Landers, John Caves and N.O. Brantly.

The 'rest of the story': It was rumored that the reason that Bill Lear purchased the Brantly Helicopter Corporation was that he wanted to 'fly' across town, directly from the Lear Jet factory on the west side to his home on the east side. He was an impatient man that didn't like driving in the cross-town traffic!



L-R: Brantly B2B and B305

"200 Yankee"

As we approach the 250th anniversary of our independence on July 4, 2026, we remember how, 50 years ago, Learjet celebrated our 200th anniversary:

Legendary golfer Arnold Palmer had an idea: 'Fly a Learjet around the world for the Bicentennial'. Jim Greenwood, Learjet vice-president for Corporate Affairs, refined the idea: Fly a Learjet around the world on a goodwill flight promoting the U.S Bicentennial and do it in

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conjunction with the 1976 annual Aviation/Space Writers convention. The crew for the flight were Arnold Palmer, pilot-in-command, James (Jim) Bir, Manager of special projects in Gates Learjet's international marketing group and L.L. 'Bill' Purkey, a member of Gates Learjet flight operations group. The official observer was noted author and former aviation editor for United Press International, Bob Serling.

The crew left in "200 Yankee" Learjet 36-014, N200Y from Denver Colorado on May 17, 1976, circled the globe, 22,985 statute miles, in 2 days, 9 hours, 25 minutes, and 42 seconds, cutting 28 hours and 43 minutes hours off the previous FAI Class C-1.g, Group III speed record set by a Jet Commander and establishing an additional 9 records for speed over a recognized course. Live in-flight interviews were carried by the major media networks. During the various refueling stops, bronze replicas of the Declaration of Independence and Bicentennial flags were presented by Palmer to various heads of state and other dignitaries as part of the good will mission. On May 19th, at the conclusion of "200 Yankee's" flight, a welcome home ceremony was waiting in Denver. Included in those who came out to congratulate the crew was retired General Leigh Wade. Wade, who in 1924 participated in and completed the first aerial circumnavigation of the world, congratulated the crew on beating his previous record – by 173 days!

Learjet 36-014 is still in service today in Australia with registration (tail) number VH-SLJ. If the tail number for the record flight, N200Y, seems familiar, it should. That number was the original number on the Classic Lear Jet Foundation's airplane, 23-003, when she was delivered on October 13, 1964. (And is currently on her!) That's no coincidence. Mr. Herb Hamilton of Cincinnati, Ohio purchased *both* airplanes new!



"200 Yankee" 36-014 N200Y



RECHARGE!

*Provisions Carried Onboard
200 Yankee*

- 3 each 6-pack V-8 vegetable juice
- 4 each 6-pack orange juice
- 2 each 6-pack Coca-Cola
- 2 each 6-pack 7-Up
- 1 each 8-pack Pepsi-Cola
- 1 each 6-pack Fresca
- 1 each 6-pack root beer
- 5 each package cookies
- 3 each package breakfast bars
- 2 each package instant breakfast
- 6 each box crackers
- 5 each box instant soup
- 3 each cans peanuts
- 5 each package cheese
- 2 each package candy
- 6 each box chicken
- 2 each bottles orange drink
- 2 each gallon jug of water

200 Yankee – Provisions



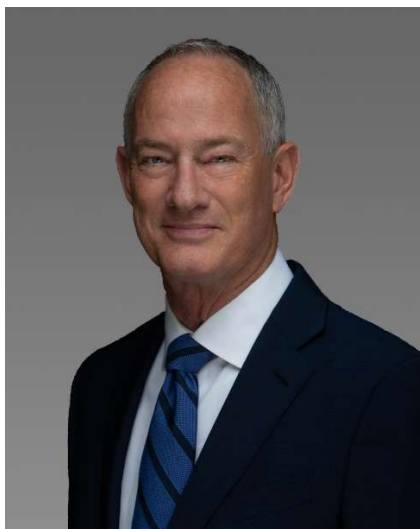
Route Map of Record Flight

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Arnold Palmer, Jim Bir, Bill Purkey & Bob Serling - Ready for Departure

Meet board member Larry Timmesch



Larry Timmesch is a native of Wichita, and has been in the aerospace industry his entire career, mainly involved in new aircraft development. Larry began his career in Structural Engineering at Boeing. He then joined Learjet in 1997 in Customer Support Engineering before transitioning into a Program Management role in 2003. He was involved in the Learjet 40, 60XR,

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Challenger 300 and LJ85 development programs, in addition to managing overall in-production Programs. After leaving Learjet, Larry joined Bell Helicopter, leading their Commercial Programs for sustaining and new development programs. He has since worked for GE Aviation in Shanghai China, as VP Engineering, leading the integration of GE's Avionics suite and onboard computing systems onto the COMAC C919 Program, taking it to Certification. After returning from China, Larry joined Incora in 2023 as SVP/GM responsible for the Americas Hardware business.

Larry's passion for aviation and specifically Learjet generated his keen interest in the Classic Lear Jet Foundation project and desire to join the Board. Incora is a strong supporter of the project and continuously provides wiring, fasteners, switches and other critical Class C hardware to the rebuild effort. Larry and Incora are very proud to be able to support this important initiative in developing the awareness and education of the Lear Jet legacy to the world.

Visitors, June 2026

Mike Ward and Jay Rizzo of DAS Aviation visited 23-003 on June 26, 2026. After the tour by Bill Kinkaid, president of CLJF, they visited to plan future details of their help in the restoration of 23-003 N200Y.



Jay Rizzo and Mike Ward

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Happy Birthday Bill!



William Powell Lear, Sr
(courtesy of Brenda Lear)

Bill Lear, was born on June 26, 1902 in Hannibal, Missouri. He was one and a half years old when the Wright brothers made their record flight. Bill had no formal education beyond the 8th grade, but amassed over 150 patents, was awarded two honorary doctorate degrees and earned numerous prestigious awards including the coveted Collier Trophy. He is the 'Father of the business jet'. Bill foresaw the need for a jet powered airplane dedicated to business travel. He proceeded, from the very start, to design, build and certify the first business jet, the Lear Jet Model 23. All with his *own* money! He went on to be recognized as the Father of the Regional Jet and the modern business helicopter. **HAPPY BIRTHDAY BILL!!!**

Watch This Space!!

Something historic is preparing for departure!!

A new way to support the restoration of Lear Jet 23-003 and promote the Lear Jet Legacy!!

STAY TUNED!!

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A&P Mechanics Needed

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

Project Manager Needed

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

Introducing the All-New Classic Lear Jet Foundation Store

We're excited to announce the **completely redesigned Classic Lear Jet Foundation Online Store**. Check it out at: <https://store.classiclear.org>

While many of you have supported us through our previous online store, we've spent the last several months building an entirely new shopping experience from the ground up. The redesigned store features expanded product offerings, improved navigation, new mission collectibles, updated apparel, and exclusive items created specifically to support the Foundation's preservation efforts.

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Most importantly, **100% of the profits from every purchase directly benefit the Classic Lear Jet Foundation**, a registered **501(c)(3) nonprofit organization**, and support the ongoing restoration of **Lear Jet 23-003 N200Y** — one of the most historically significant Lear Jets ever built.

What's New?

- Completely redesigned online shopping experience
- New apparel collections for men, women, and youth
- Exclusive Century Mission and Polar Mission merchandise
- Limited-edition flown mission patches with certificates of authenticity
- New drinkware, accessories, office items, and collectibles
- Expanded selection of aviation-themed gifts and memorabilia
- More ways than ever to support the restoration of Lear Jet 23-003
- Latest items added to our store:



CLIF Patch



Lapel Pin (1 ½ in long - enlarged to show detail)

Whether you're a pilot, aviation enthusiast, collector, or longtime supporter of the Lear Jet legacy, every purchase helps preserve an important chapter of aviation history.

From commemorative mission patches and challenge coins to apparel, drinkware, books, and collectibles, each item in the store has been selected to celebrate the remarkable history of Lear Jet 23-003 N200Y while helping fund its future preservation.

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Visit the store, explore the new collection, and help us continue the restoration of **Lear Jet 23-003** N200Y. <https://store.classiclear.org>



Thank you for your continued support of the Classic Lear Jet Foundation and for helping us preserve the innovation, craftsmanship, and pioneering spirit that made the Lear Jet an aviation icon.

The Classic Lear Jet Foundation - Aviation History Worth Preserving

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/>

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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e-mail: info@ClassicLear.org

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