

The Classic Lear Jet Foundation - Aviation History Worth Preserving

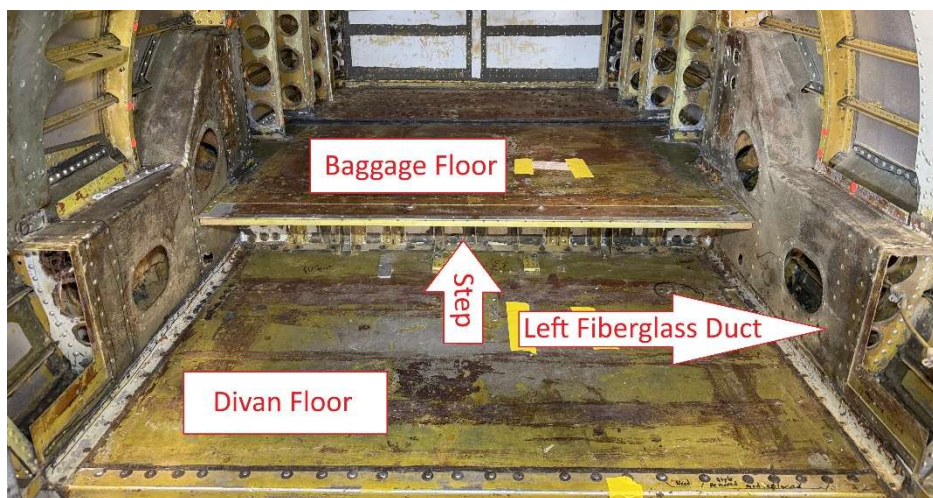
Progress report, August 2026

It is amazing the progress that our hard working, very dedicated group of volunteers are making on 23-003. Here's a sample of the various jobs that they do in a single volunteer day:

On Tuesday, August 25, 2026, the team was working in unison on several projects: removal of the aft cabin baggage floor, disassembling the main landing gear wheels, using the wiring diagrams to identify switches, connectors, etc., researching the drawings and parts catalog, tagging and storing removed parts. They also held a team meeting to discuss progress, problems encountered and planning the next day's work projects.

We finished removing the fasteners and the enormous amount of sealant that was on the baggage floor on August 6th. The floor is now completely loose and moving around. However, we discovered that removing it from the fuselage is going to be a lot harder than we thought! According to Jim Tidball, "Talk about a square peg in a round hole!" We put out a request for assistance from anyone that can help us remove this floor and Wes Lumry, a retiree who has been at Learjet since the early days, volunteered. On August 27th he came out to inspect 23-003 and offer his advice on removing the baggage floor. In order to get enough room to lift and rotate the baggage floor to clear the fuselage structure to remove it, we will first have to remove the step between the divan floor and the baggage floor.

We have to remove the baggage floor in order to remove the fiberglass duct on either side of the fuselage which is between the baggage floor and the fuselage skin. Once these ducts are out, we will ask BEPC/Soft Strip Media Blasting to use their talents for dry ice blasting to remove the fuselage foam from behind them. Then we can complete the structural inspection of these areas.

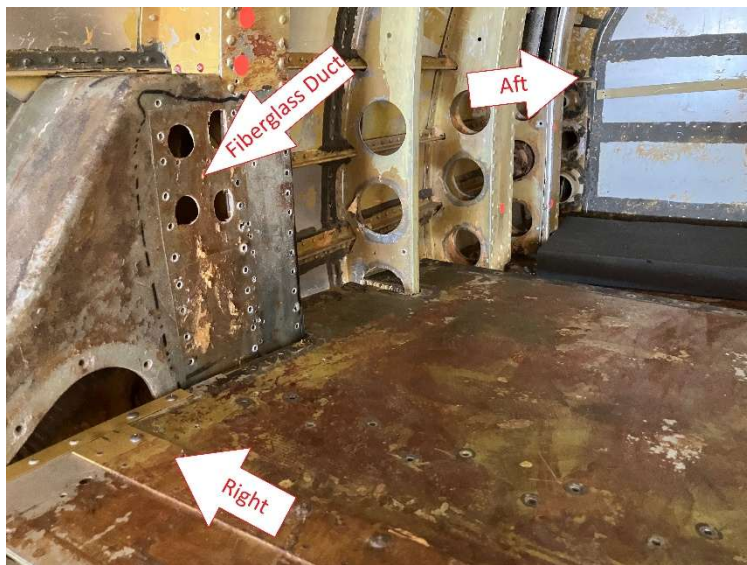


Baggage Floor with Parts Identified, Looking Aft

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Jim Tidball Lifting Floor –Underside
Looking Left, Fwd is right



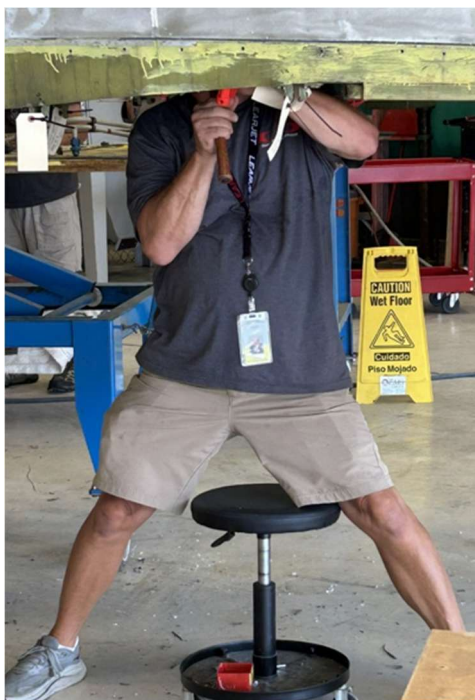
Baggage Floor (Lifted), Top Right Side



Hartney Hummer, Wes Lumry Discussing Removal of the Baggage Floor

Hartney Hummer worked on removing parts necessary for access to accomplish additional structural inspections. The parts were then identified, tagged, logged and safely stored.

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Hartney Hummer at Work

Dan DeMott spent the day on the computer going through the original Model 23 assembly drawings and parts catalog to identify and find the part number for each part that has been removed from 23-003. Once identified, Katie Yaverski-Moneyhun then tags each part, logs it and then stores it in a known location for further evaluation and disposition. Later, once its condition is determined, Katie will log the part as 'checked-out' and note whether it is being sent out for recalibration, repair, overhaul, etc.



Dan DeMott Researching Drawings

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Jon Reisch and Dave Dendurent used the day to continue going through the wiring diagrams to identify the various switches, connectors, etc. that are part of each wiring harness. A list of these parts will be used to fill out a purchase order that will be sent to Incora who is donating these needed parts.



Jon Reisch, Dave Dendurent Studying Wire Diagrams

Al Goodwin and Jim Tidball worked on the main landing gear wheels. Disassembling them in preparation for bead blasting and inspection. Below they removed the fuse plugs and inflation fittings.



Al Goodwin, Jim Tidball Removing Fuse Plug

Left: Two Fuse Plugs. Right: Inflation Fitting

Also, during a work break, they held an informal team meeting to discuss the progress of their work and any suggestions, ideas and problems that they have encountered. They also did the planning for the next day's work projects.

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Team meeting - Jon Reisch, Dave Dendurent, Dan DeMott, Al Goodwin, Jim Tidball (back to camera), Katie Yaverski-Moneyhun, Hartney Hummer – August 25, 2026

A big **THANK YOU** to all the volunteers! We greatly appreciate all that you do!

Preserving aviation history takes a community

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**!

Currently, 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!

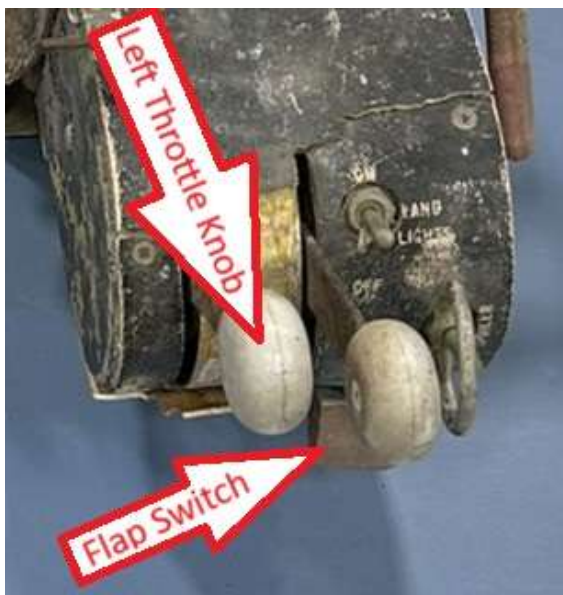
Direct questions and to volunteer please contact our volunteer coordinator, Brenda Parks at: Brenda.Parks@ClassicLear.org.

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

THROTTLE KNOBS NEEDED

A new set of throttle lever knobs needed for the restoration of the original Model 23 throttle quadrant (without thrust reversers) that we received courtesy of a generous donation by Kevin Betson in November 2025. As you can see in the photos below of this donated throttle quadrant, the lever knobs are aged and need to be replaced. We need 2 knobs (the left and right knobs are identical) part number MS26517-1. If you have them or know of a source please contact us.

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Throttle Quadrant – Labeled



Throttle Lever Knob

Flap Switch Found – Thank You

Thanks to dedicated CLJF supporter Paul Swearingen, we now have the new flap switch we need to continue the restoration of the original Model 23 style throttle quadrant (see photo above). Paul, a former Learjet employee and owner of '3D Stick & Rudder', answered our call for help to locate this switch. He researched and found a company that had several new switches in stock! *THANK YOU*, Paul!

Visitors, August 2026

GOOD NEWS!! The renovations in building 14 are complete so we can now resume our normal tours of 23-003. We invite you or your group to come out and see 23-003 N200Y. Contact Rick Rowe at Rick.Rowe@ClassicLear.org to set up a tour.

On August 25, 2026 Stephen Crook and his son Eli of Sigma Aerospace Metals, LLC came out to tour 23-003 and discuss their potential help with our restoration needs. Bill Kinkaid, CLJF President, and Dick Kovich, CLJF Historian, conducted the tour, gave them a history of Lear Jet and in particular the significance of 23-003 and answered their numerous questions.



Bill Kinkaid, Stephen Crook, Eli Crook

Also on August 25th, the August Flight Safety International (FSI) Model 45 training class with their instructor Abe Vidulich visited 23-003. Ron Forshee, CLJF Board member, provided the tour for the class.



Flight Safety Students and Abe Vidulich, Instructor (third from right)

August History

August has been a very important month for Learjet over the years. Here are a few of the significant events:

August 1, 1962 – Bill Lear, Founder, moves his business jet company from Alternrheim, Switzerland to Wichita, Kansas, and names it Lear Jet Corporation.

August 22, 1962 - Ground broken for new 96,000 sq. ft. Lear Jet manufacturing plant on 64-acre tract adjacent to Wichita, Kansas, Municipal Airport.

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August 12, 1966 – The first Model 25 "Transporter" (25-001 N463LJ) completes a perfect 1st flight. At the controls were Hank Beaird (pilot) and Tom Seay (copilot). The 10-place Lear Jet Model 25 measures 4 ft 4 in longer than the Model 24. Designed to provide with effective two-product line in business, governmental, airline and air taxi markets.



25-001 N463LJ

August 12, 1966 –The Brantly Helicopter Corporation, a subsidiary of Lear Jet, earns the FAA Production Certificate for its 5-passenger Model 305 helicopter.



Brantly Model 305

August 22, 1973 – 35-001 N731GA, the first Model 35, celebrated its first flight. Ed Chaplin (pilot) and Carl Miller (copilot) crewed her on this flight.



35-001 N731GA

August 24, 1977 – The Model 28/29 prototype, 25-064 N266GL fitted with the Longhorn wing, takes flight for the first time. The crew was Pete Reynolds (pilot), Bob Fisher (copilot) and John Plunkett (flight test engineer).

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25-064 N266GL – M28/29 Configuration

August 21, 1978 – 28-001 N9RS, the first production Model 28, makes her first flight with Charlie Johnson (pilot) and Ed Chaplin (copilot) at the controls. The Model 28/29 are the first airplanes certified with winglets. It was in this airplane that Neil Armstrong set the world record time-to-climb in February 19, 1979.



28-001 N9RS

August 20, 1999 – We delivered the 2,000th Learjet, 45-047 N158PH



45-047 N158PH

August 31, 2002 – The Learjet 40 prototype, 45-001 N40LX with a 24.51 in shorter fuselage, make its first flight. The crew was Doug May (pilot), Pete Reynolds (copilot) and Eric Nordberg (flight test engineer).

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45-001 N40LX – Learjet 40 configuration

23-003 Needs New Tires

As the restoration of 23-003 progresses, we will need your help with acquiring various services, parts, bits and pieces. This month we are asking for a new set of tires. The only requirement is that all 4 main landing gear tires must be of the same part number. Do you have, or are willing to buy, a new nose tire or a set of 4 main landing gear tires that you could donate for 23-003? (*Remember* that the 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.)

Here are the needed Part numbers:

Nose Gear Tire

184F10-2

184F10-1

Main Gear Tires

185F03-3

185F03-5

178K23-5 (Michelin)

Help - A&P Mechanics

We have an urgent 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 8:00 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

Restoration 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)

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VOLUME 1

AUGUST 2026

NUMBER 39

- Service Kits (SK)
- Service Bulletins (SB) – pre ATA code
- Service Bulletins (SB) – by ATA code

CLJF Membership Program

You're Invited to Join the Lear jet Legacy

Dear Friend of Aviation,

Some aircraft are more than machines. They represent a moment in time — a bold idea, a new way of thinking, and the people who dared to make it happen.

The Classic Lear Jet Foundation is launching our new **Annual Membership Program**, giving aviation enthusiasts the opportunity to help preserve one of the most important chapters in business aviation history. Join **TODAY** at <https://classiclear.org/membership>. Your membership supports the restoration of **Lear Jet 23-003**, the first customer-delivered Lear Jet — an aircraft that helped define an industry and continues to inspire generations.

Membership levels:

- **Cabin Crew — \$50/year**
Your first step aboard the Lear Jet legacy.
- **First Officer — \$100/year**
A stronger role in preserving aviation history.
- **Captain — \$200/year**
A leadership-level commitment to protecting the story of innovation and achievement.

By becoming a member, you are helping us honor the engineers, pilots, entrepreneurs, and dreamers who made the Lear Jet possible.

Join us in celebrating the people, passion, innovation and entrepreneurship behind the Lear Jet story.

Become a member today and help restore **Lear Jet 23-003 — one historic aircraft, one unforgettable legacy**. Join **TODAY** at <https://classiclear.org/membership>

Check out the great membership perks for each membership level!



With appreciation,
Classic Lear Jet Foundation

Preserving aviation history takes a community.

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VOLUME 1

AUGUST 2026

NUMBER 39



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LEAR JET
N200Y

LEAR JET

PRESERVING THE LEGACY.
Keeping history alive.

YOUR SUPPORT MAKES THE RESTORATION OF LEAR JET 23-003 POSSIBLE.

SHOP OUR MERCH
100% of proceeds support the restoration of Lear Jet 23-003
[store.classicclear.org](https://store.classiclear.org)

BECOME A MEMBER
Join a community dedicated to preserving Lear Jet history
www.classicclear.org/membership

CLJF Merchandise

Checkout the new Classic Lear Jet Foundation Online Store at: <https://store.classicclear.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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VOLUME 1

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NUMBER 39

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 airplanes 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

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.

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/>

As a 501(c)(3) nonprofit organization, every membership and purchase directly supports the preservation and restoration of historic Lear Jet 23-003 N200Y.

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Classic Lear Jet Foundation – Contact Info

Website: <https://classiclear.org>



Facebook: Classic Lear Jet Foundation

e-mail: info@ClassicLear.org

Linkedin: Classic Lear Jet Foundation

Membership: <https://classiclear.org/membership>



Store: <https://store.classiclear.org>



Support the Mission. Preserve the Legacy

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