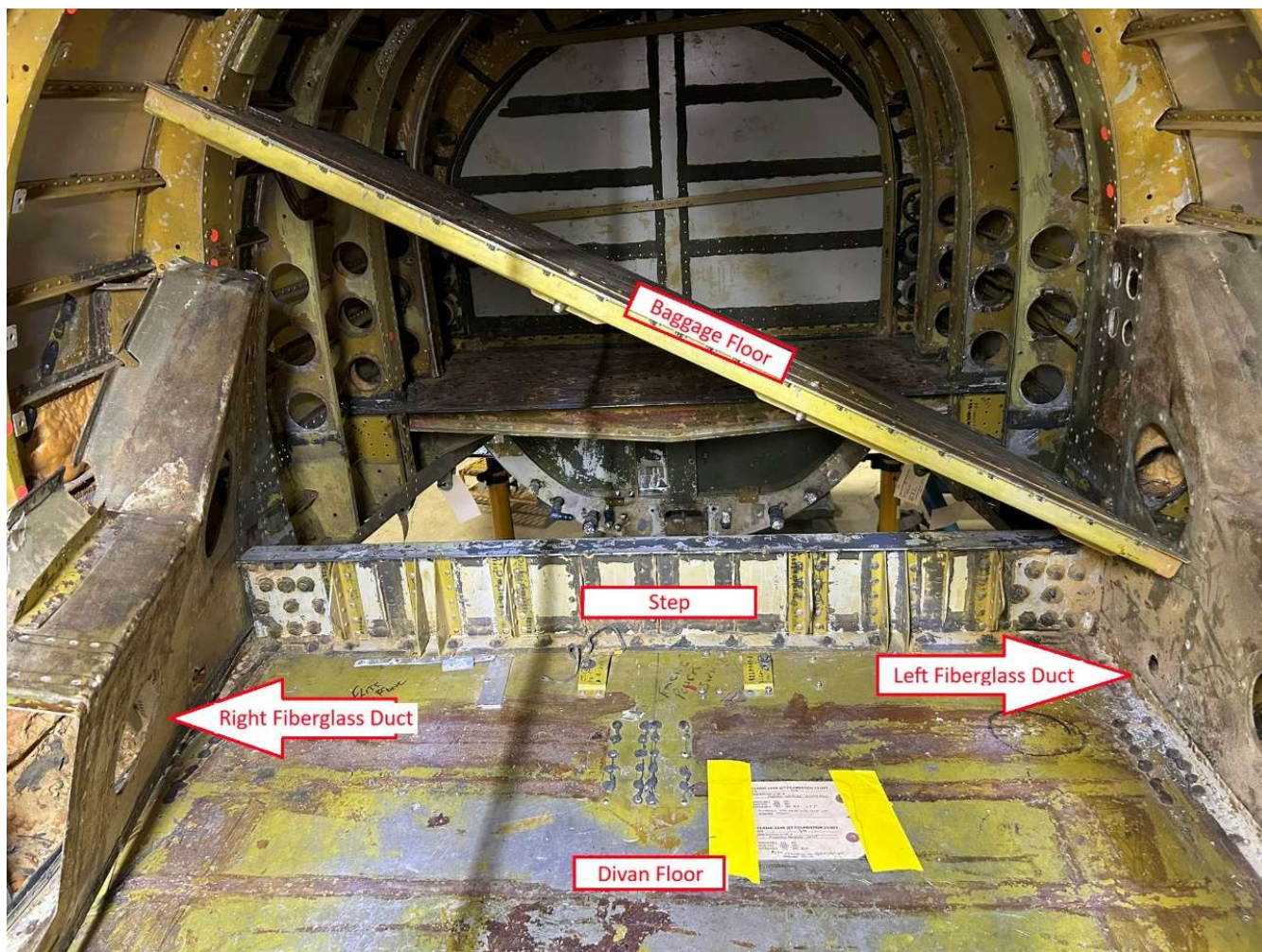


Progress report, September 2026

Work continues on the removal of the baggage floor. The process includes removing the fiberglass ducts on the left and right sides of the divan floor, then removal of the step between the divan floor and baggage floor. The photo below, looking aft, shows the various parts included in removing the baggage floor. Note that the right side of the baggage floor has been raised to aid in the removal of the right-hand fiberglass duct.



Items Noted for Baggage Floor Removal

Hartney Hummer removed right hand fiberglass duct on September 10, 2026. In the photo on the right below, where the duct has been removed, you can see the fuselage foam insulation that was hidden behind the duct and will have to be removed using the dry ice blasting technique.

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Right Duct – Loose Ready for Removal



After Removal – Hidden Foam

Major Wing Decision

We have made the difficult decision to replace the wing on 23-003.

When we first inspected the 23-003 in Florida on July 20, 2022, we observed corrosion on the left lower wing skin and understood the risk that that would present. After we started the detailed evaluation of the wing in Wichita in the fall of 2024, we found the corrosion to be out of structural limits, meaning a major repair or replacement of the skin was necessary.



Corrosion Area on Left Lower Wing Skin



Closeup of Corrosion (dark pits)

Both of these options carried a certain risk. A repair would be visible, require extensive engineering effort and possible structural testing. The wing skin replacement requires large amounts of labor and material. We were prepared to do that to preserve the originality of the aircraft and to that end we asked Bombardier to save the main wing jig for this purpose.

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Because of the risk involved with the skin replacement, we undertook a parallel path to replace the entire wing with a suitable substitute. Since the spring of 2025 we have evaluated 6 wings as potential replacements. We took into consideration external corrosion, internal corrosion, completeness and the configuration impact to the rest of the airplane.

The effort to replace the lower skin on the original wing involves sourcing the original specification aluminum at the proper thickness and temper, that's no easy task considering it's an oversized custom order item. That's where Stephen Crook of Sigma Aerospace Metals, LLC stepped in and navigated that maize for us. We got very close to getting what we needed, but at the end of the day the material in the size we need simply isn't available at this time without a dedicated production run of about 7,000 pounds of aluminum!

So, to move the project forward we will replace the wing. No wing met our needs exactly, but the wing from 23-028 suits our needs the best. It has little external or internal corrosion. The systems configuration is a little different and it doesn't have leading edges so we will have work on it for sure, but we feel it is the best start.

We acquired the 23-028 wing from BAS Part Sales in Bates City, Mo.



Replacement Wing from 23-028

H-Stabilizer Returns

In late breaking news, on September 29, 2026, the horizontal stabilizer was returned from Paragon where it was X-rayed for structural cracks, corrosion, etc. Bill Kinkaid, CLJF president, Dan DeMott and Hartney Hummer traveled to the Paragon facility in Wichita to review the results, inspect the X-ray films and pick up the horizontal stabilizer and bring it home to building 14. *Thank You*, Paragon for donating your time and talent toward the restoration of 23-003! The next step is to send the horizontal stabilizer to DAS Aviation for necessary repairs.

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Reviewing the X-ray Film



Dan DeMott, Dave Dendurant, Al Goodwin, Jim Bolton, Hartney Hummer Bringing H-Stab into Hangar

EAA Fly In

CLJF purchased a table to support the 63rd annual EAA Fly-In banquet dinner on September 5, 2026. CLJF was represented by board members, Ron Forshee, Dick Kovich, Jim Bolton and Ashfaque Mohib and CLJF volunteer Dan DeMott. Also, guests at our table included Monica Ahne and Sonya Mohib, daughter of Ashfaque. The featured speaker was Jennifer Pitt, Olive Ann Beech's granddaughter. She talked about "A Granddaughter's Perspective on The Beech Family Legacy". Also, of her recent update to her grandmother's book 'The Barnstormer and The Lady'.



Dick Kovich, Monica Ahne, Jim Bolton, Jennifer Pitt, unknown, Ashfaque Mohib, Sonya Mohib, Ron Forshee (not pictured Dan DeMott)

The Classic Lear Jet Foundation -- Aviation History Worth Preserving

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CLJF in the Media

Rick Rowe, CLJF Director of Public Relations, has been very busy keeping the CLJF mission and restoration progress in the forefront in various media outlets. Although he is not always in the videos, pictures, articles, etc., he is in the background scheduling, talking to reporters, answering questions, etc. Also, Rick schedules and conducts the visitor tours of 23-003. Here are the results of his latest efforts:

AINonline published an article on September 10, 2026 "Baggage Floor Removal Vexing for Lear Jet Restoration". Read the article at this link:

https://www.ainonline.com/aviation-news/business-aviation/2026-09-10/baggage-floor-removal-vexing-lear-jet-restoration?utm_campaign=AIN%20Alerts&utm_medium=email&hsenc=p2ANqtz-MSnXfsN5oQQCnOw0Q4F5DOyNZVaFYjDEahgOyJQ8kZ1p3M-mVAQUl6poqLV9pEj7b6fK1ku4GQjVAoDMdnlnpkq4_A&hsmi=438453910&utm_content=438453910&utm_source=hs_email

KAKE TV Channel 10, ABC affiliate in Wichita, Kansas, came out to our hangar to shoot a video about our restoration of 23-003. Reporter Maddy Terril interviewed Chris Marshall, CLJF Secretary, on the morning of September 16, 2026 about our restoration of 23-003. The interview "Historic Lear Jet>Returns-to-Wichita-for-Restoration" aired on September 18, 2026:

https://www.kake.com/news/video/historic-lear-jet-returns-to-wichita-for-restoration/video_6e223189-acf0-5b3a-a5ac-c7b2e2caf0c0.html



Chris Marshall During Interview by Maddy Terril



Chris Marshall, Maddy Terril

AeroXplorer came to town to prepare an article and marketing video on September 3 and 4, 2026. Joseph Rund, producer of the video, and Daniel Mena, editor, traveled to Wichita to gather information about CLJF for an upcoming article in their magazine *Jetstream*. Also, to

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produce a video about us and our mission. They interviewed, Bill Kinkaid, president, Chris Marshall, secretary and Dick Kovich, historian.



Dick Kovich Talks with Joseph Rund



Joseph Rund Interviews Bill Kinkaid

Visitors, September 2026

Instructor Abe Vidulich took his current Flight Safety International (FSI) Model 45 training class to visit 23-003 on September 17th. Members of this month's class hail from Canada and Mexico. Ron Forshee, CLJF Board member, provided the tour for the class and answered their questions.



Abe Vidulich (second from right) and FSI Class

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On September 18th Jeffrey Thomas stopped by to visit and get a firsthand look at 23-003. Jefferey is very interested in the CLJF, especially the details of the restoration process of our historic Lear Jet. The reason for his intense interest? He also owns a historic Lear Jet.... 23-031 N175FS! Does this Lear Jet sound familiar? It was owned by Frank Sinatra! Jefferey is trying to sell it and would like to be able to better inform the new owner of what will be involved in its restoration, also, provide the all-important sources for parts, documents, information, etc. He asked numerous questions of Bill Kinkaid, CLJF president, Rick Rowe, Director of Public Relations and Dick Kovich, historian. We are both hopeful that we may have mutual benefits from the information that Jefferey discovers.



Rick Rowe, Bill Kinkaid, Jeffrey Thomas, Dick Kovich



23-031 N175FS

Harley Peery, Section Chief, Engineering, Bombardier Defense, and a group of fellow workers visited 23-003 on September 28th. CLJF board members Rick Rowe, Director of Public Relations, and Dick Kovich, historian, conducted the tour and answered numerous questions about the way airplanes were designed and built 'back then' in 1964.

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Matthew Doerneman, Justin Bailey, Devon Dao, Dennis Riley, TJ Vo, Evan Fater, Bill Porter, Jeff Johnston, Rebecca Mann, Harley Peery

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.

September History

September 4, 1962 - Lear Jet Corporation formally opens offices in Wichita, Kansas

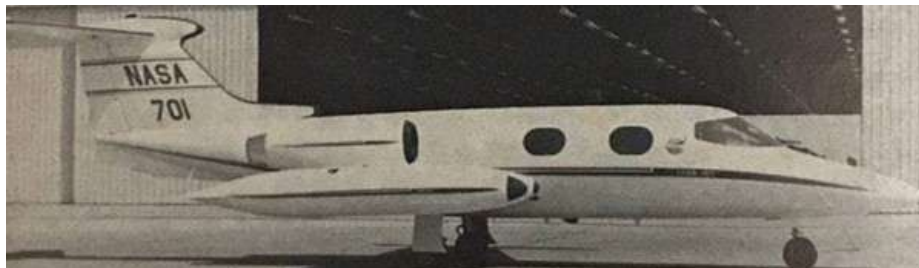
September 15, 1963 – The first Learjet, 23-001 N801L, is completed on production tooling and rolled out of factory for pre-flight equipment installation and final check out.



23-001 N801L Rollout

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September 10, 1965 – Lear Jet 23-049 NASA 701 delivered to NASA Ames. 1st Lear Jet in U.S. government service.



23-049 NASA 701

September 16, 1966 article - Music groups discover the advantages of flying in the Lear Jet. Groups including Sam the Sham and the Pharaohs, The Wild Ones and The Byrds. The Byrds were so impressed with their first Lear Jet flight that they decided to write a song about the airplane. They named their song '2-4-2 Foxtrot', subtitled 'The Lear Jet Song' after their chartered Lear Jet, N242F, 23-045. Their pilot was John Lear, son of Bill Lear, Sr.



John Lear with Byrds Album

September 19, 1966 - Lear Jet Corporation becomes Lear Jet Industries, Inc. Theodore A. Bruinsma is named President and CEO. Bill Lear, Sr., founder and president Lear Jet Corporation, will continue as Chairman of the Board and will devote his time to product development.

September 4, 1987 – 1st flight of 31-001 N311DF. Crew: Pete Reynolds (PIC), Jim Dwyer (FTE)



31-001 N311DF

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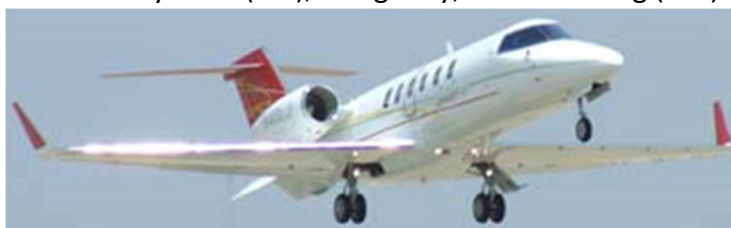
NUMBER 40

September 22, 1997 - Learjet Model 45 certified. 1st 14CFR Part 25 business jet to incorporate EICAS with only 4 displays. 1st business jet designed and manufactured from the outset entirely by computer. 1st airplane certified to FAR Part 25 including Amendment 77.



45-002 N452LJ

September 5, 2002 – 1st production Learjet 40 configuration of the Model 45, 45-2001 N40LJ, makes 1st flight. Crew: Pete Reynolds (PIC), Doug May, Eric Nordberg (FTE).



45-2001 N40LJ (Learjet 40)



September 6, 2022 – Classic Lear Jet Foundation birthday!! *CLASSIC LEAR JET FOUNDATION*

New Program Manager

Ashfaque Mohib has stepped forward and volunteered to be our 23-003 Program Manager.
Thank You, Ashfaque we look forward to your help!

Welcome Aboard

Here are the recent CLJF annual memberships. Thank you for becoming part of the restoration of 23-003 N200Y!

Captain: Larry McCarroll, Candace Pibal, Jacqueline Coleman, John Bone, David Smith, Eric Baquero, Karen Ryan, James Hollingsworth, Denis Portier, Candy Rowe, Ronald Capps, Robert Habjanic, Bart Gray, Jason Bumgardner, Robert Stanford, Randy Coldiron, Hal Holt, Kristen Williams, Saul Arceo, David Kleine, Robert Duncan, Ron Everlove, Jay Thomas, Herb Bailey, William Pinney, Tom Zwenke, Tracee Friess, Rod Hctor, Caleb Warden, James Wikert, Lyle Beynon, Ron Forshee, Allan Higdon.

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First Officer: James Duncan, Chris Barnett, Michael Ryan, Phillip A. Russ, Ted Farid, Kenneth Lewellen.

Cabin Crew: Karen Huff, Cynthia J. Thiry, William Bynon, Kevin Peroutek, Denzil D'sa, Charles Ewy, Pat Weber, Veronica Hawke, James Bird.

Board Elections

On September 1, 2026 the CLJF Board of Directors held their biannual elections including the Board Officers as required by our Bylaws. The 2026-2028 officers and Board members are: Bill Kinkaid, president, Bart Gray, vice president, Tim Walker, treasurer, Chris Marshall, secretary, Rick Rowe, director of public relations, Ashfaque Mohib, program manager, Jim Bolton, project manager, Chris Zalusky, Ron Forshee, Jim Edwards, Jeff Epke, Brian Barents, Stan Tolle, Larry Timmesch and Dick Kovich, historian.

We would like to say *Thank You* to departing board members Woody Cottner and Mark Zerener for sharing all of their time and talents over the past 4 years! Without their help we would not be as far along with the restoration on 23-003!

Tools Donated

On September 3rd Lee Aerospace donated a very large toolbox, including ***all*** of the tools inside!! *Thank You*, Jim Lee and Lee Aerospace! We will put these to very good use!!



Toolbox with tools

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 and Thursday mornings from about 8:00am to noon.

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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.

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

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CLJF Membership Program

ANNUAL MEMBERSHIPS

The Lear Jet legacy is ready for takeoff — and we want you onboard.

The Classic Lear Jet Foundation is proud to announce our new Annual Membership Program — an opportunity to help preserve the history, innovation, and spirit of the aircraft that changed aviation forever. A new way for you to support the Classic Lear Jet Foundation mission on an on-going basis.

Your membership directly supports the restoration of **Lear Jet 23-003**, the first customer-delivered Lear Jet — a symbol of imagination, entrepreneurship, and the vision that transformed private aviation. Together, we celebrate the people who built it, flew it and believed that the future of flight could be faster, farther, and more accessible. Become part of the story. Help bring history back to life.

We encourage you to become a member of the Classic Lear Jet Foundation **TODAY!**

CABIN CREW

- Laser Engraved Metal Membership Card
- Name listed on website
- Foundation Patch
- Lapel Pin

\$50 /year

FIRST OFFICER

- All previous perks
- 20 oz Thermal Tumbler
- Early Access to updates & events

\$100 /year

CAPTAIN

- All previous perks + Challenge Coin
- Annual Luncheon
(Beginning in April/May 2027)
- Restoration Progress Report for continued membership

\$200 /year



Mailing Address:
626 S Tyler #75623
Wichita, KS 67209

For Deliveries Only:
11515 W Birch Lane
Wichita, KS 67212



info@ClassicLear.org



ClassicLear.org

Preserving aviation history takes a community.

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CLJF Merchandise

Checkout the new Classic Lear Jet Foundation Online Store at: <https://store.classiclear.org>



Celebrate the remarkable history of Lear Jet 23-003 N200Y while helping fund its future preservation.

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!

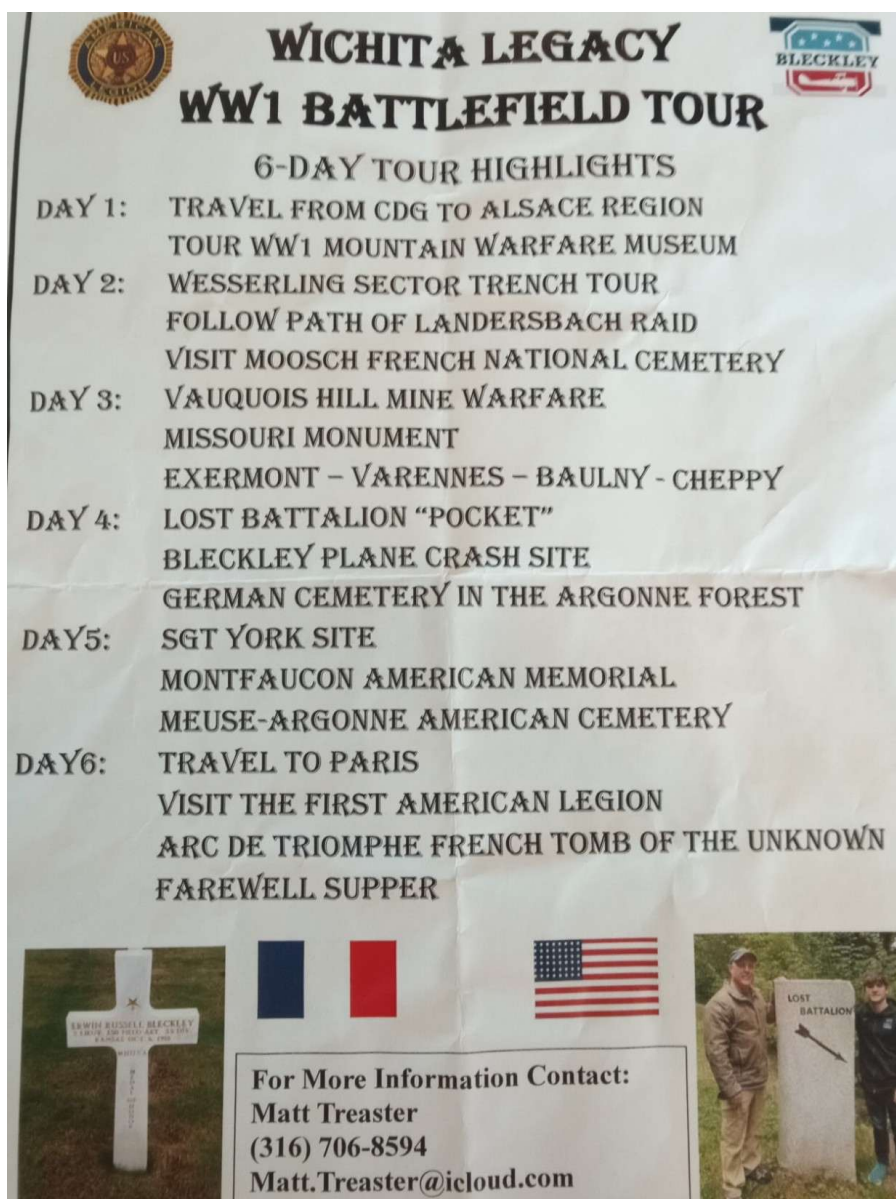
The Kansas Aviation Museum (KAM) gift shop, Amelia's Landing, carries some of the most popular Classic Lear Jet Foundation merchandise! You can visit the KAM gift shop at 3350 George Washington Blvd, Wichita, Kansas 67210 or by phone 316-683-9242. See their open hours on their website: <https://kansasaviationmuseum.org/>

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WW1 Battlefield Tour

The Bleckley Foundation in Wichita, Kansas is repairing and restoring to flying status the world's only original airworthy DH-4 World War 1 aircraft. It is identical in make, model, version, and markings to the aircraft in which Lt. Erwin Bleckley, Wichita's only aviation Medal of Honor recipient, flew during his last flight on October 6, 1918. Read more at <https://bleckleyfoundation.org>.

Knee Deep Into History tours is sponsoring a tour of the WW1 battlefields associated with Lt. Bleckley on June 10-15, 2027. If interested in attending the tour, contact Matt Treaster below.



WICHITA LEGACY
WW1 BATTLEFIELD TOUR

6-DAY TOUR HIGHLIGHTS

- DAY 1:** TRAVEL FROM CDG TO ALSACE REGION
TOUR WW1 MOUNTAIN WARFARE MUSEUM
- DAY 2:** WESSERLING SECTOR TRENCH TOUR
FOLLOW PATH OF LANDERSBACH RAID
VISIT MOOSCH FRENCH NATIONAL CEMETERY
- DAY 3:** VAUQUOIS HILL MINE WARFARE
MISSOURI MONUMENT
EXERMONT - VARENNES - BAULNY - CHEPPY
- DAY 4:** LOST BATTALION "POCKET"
BLECKLEY PLANE CRASH SITE
GERMAN CEMETERY IN THE ARGONNE FOREST
- DAY 5:** SGT YORK SITE
MONTFAUCON AMERICAN MEMORIAL
MEUSE-ARGONNE AMERICAN CEMETERY
- DAY 6:** TRAVEL TO PARIS
VISIT THE FIRST AMERICAN LEGION
ARC DE TRIOMPHE FRENCH TOMB OF THE UNKNOWN
FAREWELL SUPPER

For More Information Contact:
Matt Treaster
(316) 706-8594
Matt.Treaster@icloud.com

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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>



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



Support the Mission. Preserve the Legacy

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