



## Progress report, May 2023.

Our immediate goal is to secure a location to perform the disassembly, inspection, and rebuilding of the aircraft. To that end we are talking to several interested organizations and individuals here in Wichita that might be willing to host the program. In the meantime, we're relocating the aircraft into a more appropriate facility for medium to long term storage. We have also requested and received approval to use several important pieces of tooling from Bombardier Learjet that will be utilized during the restoration process of the aircraft. This includes the wing final assembly jig just in case major repairs are needed to the wing. The wing jig was relocated for us on April 21<sup>st</sup> through a very generous in-kind donation. Planning is also in progress for several fundraising events including a celebration of the 60<sup>th</sup> anniversary of the first flight of 23-001 on October the 7<sup>th</sup>.

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## Meet our Board of Directors!

The Classic Lear Jet Foundation board of directors meets twice month as required by the bylaws of the foundation. We discuss a wide range of topics and make decisions concerning the management of the project. Several sub committees have been created to plan and execute actions on select topics such as Business Planning, Flight Operations, Maintenance Oversight, Transportation, Fundraising and Educational Outreach. We also invite guests to observe the process and provide advice as to how we are proceeding. Our directors are:

Woody Cottner

Ron Forshee

William Kinkaid (President)

Dick Kovich

Chris Marshall (Secretary)

Rick Rowe (Public Relations)

Jay Thomas

Joel Weber (Vice President)

Tim Walker (Treasurer)

Chris Zalusky

Mark Zerener

We will feature each of these individuals and select volunteers in future editions of Recharge.

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Employee Don Mace in front of 23-001 in the newly constructed building 2, April, 1964

## Hey! We made the news; did you miss us in the media?

- 2/17/23 AIN Alerts Article - Matt Thurber <https://www.ainonline.com/aviation-news/business-aviation/2023-02-17/foundation-formed-restore-first-delivered-learjet>
- 2/18/23 Aviation Week Podcast - Molly McMillin  
<https://aviationweek.com/podcasts/bca-podcast/podcast-newly-formed-classic-lear-jet-foundation-restore-historic-learjet-23>
- 2/27/23 Welcome Home 23-003 Arrival Event covered by KPTS (PBS), KWCH (CBS) KSNW (NBC) Affiliates. [https://www.kwch.com/2023/03/01/watch-historic-plane-returns-wichita/?fbclid=IwAR3JfkAmGt\\_BerGRQJ34sKcMvszF2CzzJUVtcrTT5II9iMVD5oSzFLO6JuA](https://www.kwch.com/2023/03/01/watch-historic-plane-returns-wichita/?fbclid=IwAR3JfkAmGt_BerGRQJ34sKcMvszF2CzzJUVtcrTT5II9iMVD5oSzFLO6JuA)
- 2/28/23 Article in German Magazine "Flugrevue"
- 3/1/23 Wichita Eagle Article <https://www.kansas.com/news/business/aviation/article272624100.html>
- 4/04/23 "Positively Kansas" on KPTS, Available on Utube. Episode 1109  
<https://www.youtube.com/watch?v=ymK4Bi7zMTE&t=14s>

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## Volunteer Spotlight



A little bit about Mr. Brian Wonders who generously donated a week of his time to help us transport 23-003 back to Wichita:

I started my Aviation career at Webco aircraft back in 1993 while I was still in High school. I moved on to college at K-state in Salina Ks and got my degree in Aviation Sciences and my A&P License. I was hired directly out of college to work at TWA airlines in year 1998. I worked there for 2 years and moved back home to Newton, Ks where I reside today. I started at Learjet in Oct 2000 in the Wichita Service Center building 7. I worked with some of the best Learjet old school techs anyone could ever have. My first Learjet I wrenched on was a Lear 35A removing and installing a rudder servo. I continued working on Lear's of all models for 7.5 years before I applied for a Field service rep job for in house call center. My boss Was Tim Gronberg. I worked in that office for couple years before moving on to SmartFix Plus. That job title led me to writing troubleshooting for a web-based troubleshooting tool that we offered customers. I did this role for 9 years under the leadership of John Stoller. Which leads me to my role now with our Maintenance control center. This job was very different from all my previous roles since now with MCC I get to dispatch AOG mobile repair teams to fix AOG aircraft. This has been my best role yet. We started in 2018 from scratch and it has been a great working with this team.

I showed interest with 23-003 from an internet post shared by a friend so I reached out to Joel Weber and asked if they needed help with this aircraft. Joel said for sure we do, and we will let you know what the next steps were. Joel set up a call and told me that he needed me to drive a truck to Florida to recover the wing and drive it back on flatbed trailer. I discussed this with my best friend Scott Penner, and we said yes, we are up for the task. We took 5 days made the trip and made it back safely with the wing in Kansas. Going forward I have asked to help with the reconstruction of 23-003 back to its former glory.

Back in my early years at Webco aircraft I worked with Bob Weber (Joels Dad). He sent me on adventures grabbing wings and engines to a couple different places. I got to know the Weber family well and worked with Manuel, Joel, Danny, and Bob. I raced cars at 81 Speedway with Manuel for 5-6 years, I was invited and attended many drag boat races with Joel to many places. I have shared some great memories with the Weber family. I hope to add some more memories rebuilding this Learjet with Joel and friends going forward.

Meet board member Ron Forshee:



My career at Bombardier Learjet began in 2001 with a writing position in the Technical Publications Department, specifically in the Flight Manual Group, headed by Gilbert Young. Although I was involved with many of the Learjet models, most of my efforts centered around the Lear 45 and 60. Eventually, I was assigned to the Challenger 300 program and authored the System Description Manual, which detailed all the systems and operation of the airplane to the pilots.

When the Lear 85 program began, I was assigned to author the Pilot's Manual. Again, describing the various systems and operations for pilot training.

A particular highlight for me was volunteering to acquire at least one model of every Learjet produced for static display at the 50th anniversary celebration of the first flight of the first Learjet.

I retired in June of 2014. But along the way I was honored to work with many amazing people in Tech Pubs, Engineering, and Flight Test departments. Now, I look forward in assisting in the restoration effort to bring Lear Jet 23-003 back to flying status and honor all the former employees of Learjet Inc. and business aviation in general.

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Question, what do the following people all have in common?

John Anderson, General Ahumada, Jose Oscar Avilla, F. Lee Bailey, Brigitte Bardot, Milton Berle, Alan Bean, Edgar Bergen, Jules Bergman, Yul Brenner, Milton Berle, Pat Boone, Claude Brinegar, McDonald Carey, Johnny Carson, Senator Frank Carson (Kansas), Dennis Cole, Jack Conroy, Bennett Surf, Gene Cernan, James Coburn, Bob Considine, Max Conrad, Ben Cooper, David Copperfield, Bob Cummings, John Denver, Governor Robert Docking (Kansas), General Jimmy Doolittle, Pete Fountain, James Franciscus, Earnest Gahn, John Glen, Merv Griffin, George Gobel, Arthur Godfrey, Senator Barry Goldwater, Paul Harvey, Al Hurt, Bob Hope, Robert Horton, Peter Jennings, Lynda Bird Johnson, Aga Khan (Prince Karim), Danny Kaye, Madam Chiang Kai-shek, Tom Kirk, Duke Kelley, Steve Lawrence, Edie Gorme, R.G. LeTourneau, Curtis Lemay, Art Linkletter, Rocky Marciano, Mickie Mantle, PhyllisMcGuire, Don Meredith, Richard Nixon, Jack Nicklaus, Roger Miller, William Miller, Senator McClellan (Arkansas), Marcellus Murdock, Wayne Newton, Susan Oliver, Arnold Palmer, Fess Parker, Senator James Pearson (Kentucky), Roger Penski, George Peppard, Vice Admiral William F Raborn, Eddie Rickenbacker, Gene Raymond, Dale Robertson, Will Rogers Jr. William Scranton, Frank Sinatra, Garner Shriver, Smothers Brothers, Dinah Shore, James Stewart, the Thunderbirds, Roscoe Turner, Fred Waring, Andy Williams, Henri Mancini, Werner Von Braun, Herbert Von Karajan & Adam West.

Answer, they all came to Wichita to view the fabulous new Lear Jet.

## Upcoming Events:

Classic Lear Jet Foundation Benefit Car wash:

June 4<sup>th</sup> at Twin Peaks east location, 12:00 PM to 4:00 PM. Rain date June 11<sup>th</sup>.

June 18<sup>th</sup> at Twin Peaks west location. 12:00 PM to 4:00 PM. Rain date June 25<sup>th</sup>.

Wichita River Festival, STEAM City.

June 4<sup>th</sup> 12:00 to 4:00

July 2, 10 PM KAKE TV, KAKE Wins for Kansas.

Lear Jet 23 First Flight 60<sup>th</sup> Anniversary Celebration October 7<sup>th</sup>.

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# RECHARGE!

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MAY 2023

NUMBER 2

59 years ago.....



VOLUME 2

Friday, May 22nd, 1964

NUMBER 1



### Highly Successful Systems - Check During One-Hour Maiden Flight

Piloted by Hank Beard and Glen David, the third production Lear Jet took-off in close formation with N801L from Runway 14 at 6 p.m. last Friday, May 15th.

They leveled off at 12,000 feet where speed ranges up to 400 mph were approached. All of N803L's operating systems functioned satisfactorily during the 60-minute test flight. After FAA certification in June, Chemical & Industrial Corporation of Cincinnati, Ohio will take delivery.

Lear Jet Number Four is now in final assembly while the fuselage and wing are being mated on Number Five.



## 7,655 NAUTICAL MILE TOTAL POSTED BY LEAR JETS DURING 13 FLIGHTS

Our Lear Jets have been seen in eight new ports-of-call from New York to Texas and from Florida to Colorado over a 23-day period.

Covering a criss-cross distance of 7,655 nautical miles, the flights began when Bill Lear took N802L to LaGuardia on April 23rd in 2:21 for an average block-speed of 490 knots.

The last cross-country was made to Denver last Friday with a return time of 53 minutes.

Distances ranged from 1150 nautical miles to New York and a short 294 miles to Dallas. The 2:50 Westward-leg from Tampa to Dallas was the longest flight time. Lear Jets

have now visited 13 cities.

The 20 hours logged during this period brings combined totals for Number One and Number Two up to 244 hours in 201 test flights.

Following is complete schedule of the recent flights:

DATE	TRIP	NAUTICAL MILEAGE	TIME TO LOG	BLOCK SPEED (knots)
21 April 64	Wichita - N. Y.	1150	2:21	490
23 April 64	N. Y. - St. Louis	795	2:30	318
30 April 64	Wichita - El Paso	573	1:45	327
30 April 64	El Paso - Wichita	573	1:50	450
1 May 64	Wichita - Dallas	254	:50	354
3 May 64	Dallas - Wichita	294	:48	394
5 May 64	Wichita - Vero Beach	1090	2:30	437
6 May 64	Vero Beach - Tampa	334	:23	350
8 May 64	Tampa - Dallas	946	2:50	334
7 May 64	Wichita - Meigs Field	530	1:12	442
7 May 64	O'Hare - Wichita	530	1:52	284
15 May 64	Wichita - Denver	373	1:03	355
15 May 64	Denver - Wichita	373	:53	424

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