

Progress report, August 2023.

We have had a very productive last few weeks. As mentioned in last month's RECHARGE we had a visit by Clay Lacy, Lynn Krogh of International Jet, and Brenda Lear. As a result of that visit, we are very happy to announce Clay and International Jet as the Primary Acquisition Donors of our project.



Their generous contributions allowed the Classic Lear Jet Foundation to complete the purchase of the aircraft on August 8th and submit the official registration paperwork to the FAA that same day. On August 15th we obtained the aircraft log books and started our airworthiness research for the forthcoming inspections on the aircraft. Our Maintenance Planning Subcommittee is now starting to plan out the extensive tasks ahead. We wish to recognize Chris Rounds and family of Tullahoma Tennessee for having the foresight to save this historic aircraft and working with the foundation to get it into safe harbor before the actual sale. The Classic Lear Jet Foundation now owns 23-003!

On August 17th we hosted another group of distinguished visitors. Jack Pelton who is the Chairman of the board of the Experimental Aircraft Association (EAA) stopped by to view the aircraft and we discussed the project's goals and our vision for the future. Also present was Mr. Jim Lee. Jim Lee is the owner of Lee Aerospace and has been a major supporter of the foundation even before we launched the project. We sincerely appreciate this visit.



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Our next goal is to secure a host facility to accomplish the airworthiness inspections, restoration, and updates on the aircraft. We continue to have very positive discussions with a potential host and insurance providers. We hope to have a multi-year agreement in place sometime this the fall.

In other news, the foundation is closing in on the acquisition of a major Lear Jet historical archive, portions of which will travel with the aircraft as we operate it and display it at various airshow venues.

Lastly, mark your calendars for October 7th. This is the 60th anniversary of the first flight of the first Learjet and we intend to offer a full day of activities including an Open House in the day and a formal dinner in the evening. We will have something for all.

Meet board member Dick Kovich

I fell in love with airplanes at a very early age. I read about all of the aviators and their airplanes, watched the skies learning to identify the various airplanes and went to the airport to watch airplanes. I followed Bill Lear and the development of his airplane through various magazine articles, never imagining that, one day, I would work for his company.

My first visit to Learjet (Gates Learjet back then) was in July 1979 as part of a USAF evaluation team. The passion, openness and very positive 'can-do' attitude of the Learjet team left a lasting impression. We inspected and witnessed a fly-over by Learjet's special mission Model 35, 35-205. I was hooked! The Learjet was beautiful both on the ground and in the air!

After leaving active duty from the USAF, I immediately applied to Learjet for a job. I started in June 1980 in the Weights Group, working on the Model 55 certification, while waiting for a predicted opening in the Flight Analysis Group. I transferred to the Flight Analysis Group in October 1980 where I would spend the rest of my Learjet career. The Flight Analysis Group eventually absorbed the Propulsion Group and under Bombardier, became Learjet Flight Sciences which also added the Aerodynamics and Stability & Control Groups.

We were responsible for all performance aspects of every Learjet. From the calibration of the airspeed system, determining stall speeds, drag and lift, to the takeoff, cruise, descent and landing performance presented in the Airplane Flight Manual and Pilot's Manual. I loved it when I would get to go along on a test flight because, occasionally, I would get to fly the airplane for a short time going to or from the test area. Everything that we tested ended up in reports. I wrote many, many reports! (I guess that these are my legacy!)

We supplied aerodynamic and performance data to other groups and supported Marketing. Providing them with guaranteed performance information for brochures, articles and advertising and responded to customer specific performance questions to support a sale. A favorite aspect of my job was working with our customers, either answering questions directly from a customer or working alongside Customer Support to provide performance increments and limitations for ferry flights. We

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supported the Learjet and the NTSB accident investigation teams. Also our legal department with performance guarantees for sales contracts and litigation support. I appreciated the very open, frank and honest relationship we had with the FAA during my career at Learjet.

I have been involved in the certification of every Learjet Model and configuration since 1980, including the M55, 55B, 55C, 31, 60, 31A, 60XR, 45, 40, 45XR, 40XR, 75, 70 and 75 Liberty. Testing and certification of numerous special mission configurations of randomes, external wing stores, cameras and various military Learjets such as the USAF C-21A, Japanese U-36, Finnish Air Force M35A and many RFP's (Request For Proposal).

Because of my desire to learn more about Bill Lear, the history of Learjet and to preserve the photos, newsletters, brochures, etc., I became the unofficial Learjet historian. People would leave historical items at my desk or bring them to me to identify and preserve. Some of my history projects include: identify significant dates in our company history and verify their accuracy, listing of all Learjet experimental airplanes, their first and last flight dates and crews, what they tested and what became of the airplane, Learjet production numbers, delivery dates, updating/correcting the *Learjet Production History* and scanning loaned photos, brochures, etc. Also, compiling a listing of all employees, their badge number, start and retirement dates, where they worked and their contact information.

Deciding to retire was probably the most difficult decision of my life; leaving the best job that I ever had and loved, the great family of Learjet people that I worked with and seeing our beautiful Learjet airplanes every day. I retired in late December 2018 as Section Chief of Learjet Flight Sciences after 38 ½ years.

I still stay in touch with many of the people and spend numerous hours researching, documenting, and preserving our Learjet history. I am proud to be a founding member of the Classic Lear Jet Foundation which is dedicated to preserve and fly the historic Lear Jet serial number 23-003.

Volunteer Spotlight

Kurt Holland has unselfishly donated his time to support this foundation. He has provided many donation leads, volunteered at CLJF events and even build a portable merchandise stand for us....

I was born in Pratt, Ks. My father owned a Dirt Construction Company. I probably knew what a 9/16" wrench was before my ABC's.

After graduation from WSU, there was an opening in the Koch Refining Lab. They hired me full time. We cut Crude Oils from tankers and our information (data) was sent to refineries. This data gave the refineries the information they needed to mix the crudes to obtain the result they desired. I came up with a process to cut the distillation from 2 days to 1 day. It so happened that the Supervisor I worked with at Koch was married to an IE Supervisor at Learjet. I was advised that there was a position open that I may be interested in. As a matter of fact, the husband (PhD. Chemical Engineer) also advised that I take the job. I always loved Lear Jets. When hired in IE at Learjet, my areas of responsibilities were, Chemical Processing, Detail Paint, and the Fiber glass and Plastics Shop.

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I protected the jobs of in-house Production workers in areas of my support. A certain VP had an interest in farming out our Detail Process and Paint to a Native American firm in Colorado. Did a little study and determined our cost per part. Presented my findings to the VP's. One of the cases I presented was about liability. That If this company was comprised of 80% our work and 20% from other Companies, there would be a price for Learjet to pay in the event of a catastrophic spill. Learjet would be 80% responsible for the cleanup. One VP shortly spoke up and said "Everybody knows that" and one VP said "I didn't". That was Ghislain Borque. We kept our paint and process in house!

Recommended elimination of Composite Gear doors. The QA Department had no way of thoroughly inspecting these articles for de-lamination or other anomalies. I believe that Jay Thomas first alerted me of this issue. I recall that there was a mandate (from upper Management) to put Composite parts on Learjet. These complex parts were not good candidates. I recommended these Composite Gear Doors be replaced with conventional Aluminum Gear Doors. With some new Management in place, I knew that this change could benefit from a financial standpoint. With the Composite Doors coming in at over \$26,000 per ship-set, this change produced a cost savings of 3.2 million over the life of M60 program. Once again Ghislain Borque was involved and approved a substantial amount of Engineering support, Overtime etc. and this was resolved in a timely manner.



Shown is Kurt Holland, his wife Laura and their apparel display stand during one of our recent fundraising activities.

After five years in Methods, there was an opportunity for me to join M&P Engineering Department. At the time there was a major legal push to transfer to low VOC ((Volatile Organic Compound (or High Solids)) coatings. This mandate also included coatings with low content of HAPS (Hazardous Air Pollutants). This not only included detail part primers but with A/C painting as well. After much trial and error, coating systems were approved for both. I researched, tested and approved an intumescent coating for one that had been discontinued. I wrote LES 1423 for Pressurized testing of M45 fuel cells. Thought there were actually fuel leak problems, later learned that there were problems fitting the entry door on fuel load. Regardless, it was worth the effort. Obviously, there was more accomplished in ten

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RECHARGE!

VOLUME 1

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years, than stated, but I feel like I have made a fair assessment of my versatility & adaptability in the workplace.

Coming Events

September 14th, 2023: Learjet Advisory Council.

October 7th, 2023 10:00 AM to 3:00 PM Classic Learjet Foundation open house.

October 7th, 2023 6:00 PM to 9:00 PM Learjet 60th anniversary celebration

Looking for Classic Lear Jet Foundation Merchandise?

We're very pleased that the Aviators Attic, located at Yingling aviation is offering these CLJF items for sale:

- Caps: white and gray
- T-Shirts: black and heather gray
- Polos: black
- Stickers

Visit them at 2010 South Airport Road, Wichita KS or call 316-946-3246. Online sales will follow soon.



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LEAR JET

CLASSIC LEAR JET FOUNDATION

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CELEBRATES

60 Years
OF FLIGHT

OCTOBER 7, 2023
Starting at 10am!

Bombardier Building 14
One Learjet Way, Wichita, KS 67209

Immerse yourself in the rich history and legacy of the Lear Jet, which revolutionized the aviation industry!

Celebrate the 60th anniversary of the first flight of Lear Jet 23-001! See 23-003 the first purpose-built business jet ever delivered to a customer.

Lear Jet memorabilia, photographs, rare artifacts, food trucks, Silent Auction and more!

10:00am - 3:00pm - *Mingle / Food Trucks*
(Open To Public, Food For Purchase)

6:00pm - 9:00pm - *Cocktails / Dinner / Program*
(Business Casual Event, Ticket Only)



RESERVE YOUR
SPOT NOW!!

TICKETS



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