



Around The World Flight - Update

“The Century Mission”, has been chosen as the name of the record flight attempt by 36-055 N41GJ and her crew. *The Century Mission* is circumnavigating the globe in as short a time as possible and is timed with the 100th anniversary of the first ever around the world flight (‘World Flight’) that departed Seattle, Washington on April 6, 1924 in Douglas ‘World Cruiser’ airplanes. The flight will take off from Wichita on April 4, 2024 flying west with a total of 11 stops, returning to Wichita on April 6, 2024 marking the 100th anniversary of the start of the first around the world flight in 1924. The total flight time is expected to take 54 hours and 30 minutes for *The Century Mission* in comparison to the ‘World Flight’ in 1924 which took 175 days and 74 stops to complete!

In conjunction with the continuing preparations for both the crew and the airplane, the Classic Lear Jet Foundation is busy planning related events. So far, we have events planned for the departure and arrival of 36-055 and her crew, a way to follow the airplane along her itinerary, special t-shirts and mission patches.

Check out this website <https://www.centurymission.org/> for the history of the first around the world flight 100 years ago, information about the current attempt, a countdown to the takeoff on April 4th and how you can be a part of *The Century Mission* by sponsoring various portions of the flight

[Note that the flight is entirely funded by the generosity of Bart Gray (CLJF Board Member and Director, Southeast Operations) and Global Jet Care. All events, donations, patch and merchandise sales go 100% to support the Classic Lear Jet Foundation’s efforts to restore 23-003.]

Follow the Flight Link

Here’s map of the westbound flight (into the wind) showing stops in California, Hawaii, the Marshall Islands, Palau, Singapore, India, United Arab Emirates, Egypt, Italy, Portugal and Canada. You can follow the flight using this link: <https://www.centurymission.org/>.



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The Century Mission Flight Patches

Two official “*The Century Mission*” flight patches have been designed. The limited edition mission patch with a gold border will be taken around the world onboard 36-055. A second patch, with a red border, will not be on the flight. Arrangements for the purchase of these patches have not been finalized at the writing of this issue of RECHARGE. We will publish the details as soon as possible. Remember that 100% of the proceeds from the sale of the patches benefit Classic Lear Jet Foundation. (A late change on the gold patch: airport IDs will be in black instead of white to make them more visible)



The Century Mission T-Shirts

Specially designed *The Century Mission* Classic Lear Jet Foundation t-shirts are in work! We will let you know when they are available! All of the proceeds from the sale of the t-shirts will go to the Classic Lear Jet Foundation.

The Century Mission Hangar Party - March 30th

Classic Lear Jet Foundation is proud to announce that Jim Lee of Lee Aerospace, one of our top supporters, is hosting a Hangar Party on March 30th as a “pre-flight” for the *The Century Mission*. Captain Bart Gray (CLJF Board Member and Director, Southeast Operations) of Global Jet Care and his flight crew, Joshua Podlich, John Bone, Kirby Ezelle and official witness Joel Weber (CLJF Vice-President) will be on hand to discuss their world record attempt and answer questions. The record attempt flight is **entirely** funded by Bart Gray and Global Jet Care and he has allowed the Classic Lear Jet Foundation to use the flight for our fundraising efforts to restore 23-003. This party is the kickoff event!

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Also, the actual Learjet that will be flown, s/n 36-055, N41GJ, will be on display in the hangar during the party.

A live band will be there for dancing!

The price of a ticket includes one 'red' mission patch!

Other *surprises* are being planned to occur at the party!

We hope to see you there!!!

Party Details:

When: March 30, 2024, 5:00 – 9:00 pm

Where: Jim Lee's hangar (Stearman Field, Benton, KS) [see link for map]

Dress: Casual

What: Heavy Hors D'oeuvres, Open Bar

Music: Jared Brown and Dirt Road Misfits

Tickets: Further details and to purchase tickets go to this link:

<https://www.eventbrite.com/e/hangar-party-the-century-mission-around-the-world-from-the-air-capital-tickets-840184623827>

Arrival Event

Stay tuned for the details for a 'Welcome Home' event!

Volunteer Coordinator

Classic Lear Jet Foundation is very happy to announce that Brenda Parks has agreed to be our "Volunteer Coordinator" Thank you for volunteering to help us restore 23-003!!

Volunteer Spotlight: Dan Caywood



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Graduated high school in 1967, an average kid, thankful schools still had shop classes (auto, wood, metal & mechanical drawing). I was hired at Learjet October of 1967 to be a welder. Turned out there wasn't a position for a welder, so I was sent to upholstery, second shift. What a life changing experience, the people taught me more than I had ever learned in high school. Work was feast or famine, sometimes we worked straight through until first shift showed because the company didn't get paid until the plane was done & upholstery was the last thing before certification. One night the shop was slow I was asked to be ballast on a 24-model stall flight, what a ride! When we landed, I called home & told my mom I just got back from Colorado. I've had the opportunity to ride in every model Learjet except the 45.

Later I was hired as paint & upholstery inspector, started learning FAR's (regulations). Tucson plant opened & I was asked to move with paint & upholstery but stayed in Wichita as electrical & avionics inspector. Later, I transferred to final assembly inspection which led to flight inspection then to experimental inspection. While working third shift I tested out on airframe certification, transferred to first shift, going from work to school every night for 9 months to complete powerplant certification. Eventually became supervisor over structures, moved back to inspection management during certification of the 45 model, then back to inspection supervisor in experimental.

The greatest thing in my work history is the amazing people that I had the opportunity to work with and learn from.

Meet board member Chris Zalusky



I started my aviation career as soon as I graduated from West Fargo High School in West Fargo ND, that fall I enrolled at Cheyenne Aero Tech to obtain my Airframe and Powerplant license.

After graduating, I got my first job with Lockheed in Marietta, GA working on the C5B program. I started in a sheet metal shop then moved to "catch all" shop working hydraulics, fire detection

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and oxygen systems. Living in Georgia was an awesome experience but I was ready to get back to the Midwest.

As the C5B program was winding down, Boeing was ramping up in Wichita, KS and they were hiring by the thousands. While at Boeing I worked the 757 door panels then I had the opportunity to go to Renton, WA and learn the 737 upper cab assembly and help move that shop to Wichita. After being with Boeing almost five years, the layoffs started. It took a while but eventually my number came up and I was laid off and living in the Air Capital of the World.

In 1993 I started at Learjet on the M60 Production Line after six months and a few visits to Customer Service I transferred there, to put my A & P to better use. I started off on second shift and jumped at the first opportunity to get to first shift and the crew I was on mainly worked the M60 aircraft. As a technician, I had the opportunity to go on several flights and trips to customers to perform maintenance. The most memorable trip was to Germany and my last trip was to my hometown which was a great way to transition into my next role.

Around 2001 I stepped into a Project Supervisor role and was the primary POC [ed. Point of Contact] for customers, I was responsible for reviewing the customers invoice and settling any disputes. Work with Sales, Engineering and other internal departments to ensure the Customers expectations are met.

In 2005 a Program Manager position opened up and after applying I was chosen to fill this role. I was responsible for the overall and daily operations of the Repair Station and meeting the financial objectives for the maintenance department.

The Program Manager role would be short lived, as the individual who was the QA Manager/Chief Inspector left and I was asked to move over to the Quality side of Customer Service. So, in 2006 I became the QA Manager/Chief Inspector and was responsible for ensuring regulatory compliance. Was the Liaison for all interactions with the FAA and other foreign authorities and was the final authority over airworthiness.

After leaving Learjet in 2010 I spent a year with GE at Strother Field as a Facilitator over the component repair department.

Then in 2012 an opportunity of a lifetime came up, starting a 145 Repair Station for Global Parts in Augusta, KS. I started the Repair Station and was able to hire some great people to make it a huge success. For ten years we were very successful and we caught the eye of a bigger aviation company, VSE Aviation, who purchased the entire Global Parts business in Augusta and became VSE Aviation Services Company.

My aviation career took another turn last September, I started as an Airworthiness Safety Inspector with the FAA Flight Standards District Office here in Wichita.



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When I was contacted about 23-003 I was excited to find out more about this iconic aircraft. This aircraft kicked off the business jet era for Wichita, the Air Capital of the World. I'm proud to be part of the CLJF Board and look forward to seeing it in the air again!!

Will You Volunteer?

We need your help with the restoration of 23-003! Help in **all** areas! All people willing to assist others, move stuff around, hand a screwdriver to a mechanic, fill out forms and paperwork, push a broom or just provide enthusiastic support to others! We can use your expertise, whatever and however you can help! Schedules are flexible to your availability!

You don't have to be a former or current Learjet employee to volunteer!

Questions? Contact us at our e-mail : info@ClassicLear.org

If you can volunteer, please email (info@ClassicLear.org) us the following information:

- a) Name
- b) Phone number
- c) e-mail address
- d) How you would like to volunteer
 - a. Sheet metal, electrical, avionics, interiors, wiring, shop assistant, general support, administration, enthusiasm, etc.
 - b. Any certifications that you have (A&P, paint, equipment operator, HAZMAT, DAR, DER, etc.)
 - c. When you are or are not available (ex. Any time, Tuesdays only, no weekends, etc.)
 - d. Other info (Restrictions/limitations, specialty tools you have, need ride, etc.)

CLJF Promotional Video

The Classic Lear Jet Foundation promotional video is complete and it turned out *great!* A huge 'THANK YOU' to Tom Zwemke! He deserves full credit for the creation and production of this terrific video. Tom, a retired marketing executive from Cessna, who **asked** for this assignment, did the work and delivered the finished product -- all at his **own** expense, turnkey! Also, a big *Thank You* to all of you that braved the weather for the video shoot and help make this a success! Find yourself in the group shots!

Check out the video imbedded in the AvWeb article at this link:

https://www.avweb.com/multimedia/best-of-the-web-classic-lear-jet-foundation/?MailingID=FLY240225005&utm_campaign=avwebflash&utm_medium=newsletter

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