



RECHARGE!

VOLUME 1

MARCH 2024

NUMBER 12

Around The World Flight - Update

"*The Century Mission*", the name of the record flight attempt by 36-055 N41GJ, is scheduled to depart at 12:01 am (one minute after midnight) on April 4, 2024 from the Learjet ramp near building 14 (the former Learjet Delivery Center on east Learjet Way). After flying west with a total of 11 stops, is expected to land back in Wichita on the afternoon of April 6, 2024 after the anticipated 54 hours and 30 minutes flight, and taxi back to the Learjet ramp. The exact return time will not be known until they are back over the eastern U.S., so follow the flight at this website <https://www.centurymission.org/> for the latest information and landing time. This website also has a 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. Check it out!

Note that ramp access will be restricted, so viewing the launch and return will have to be from behind the fences on Learjet Way (former Harry Street) or other areas.

The return on April 6th is significant because it marks the 100th anniversary of the start of the first around the world flight in 1924 which took 175 days and 74 stops to complete!

The Century Mission Hangar Party - March 30th

Tickets are going fast and will be sold out soon! The Hangar Party is 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. Also, the actual Learjet that will be flown, s/n 36-055, N41GJ, will be on display during the party.

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!

A live band will be there for dancing!

The price of a ticket (\$20) includes one 'red' mission patch!

The Century Mission patches (\$15), stickers (\$5) and specially designed t-shirts will be on sale.

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. Donate at <https://classiclear.org/>

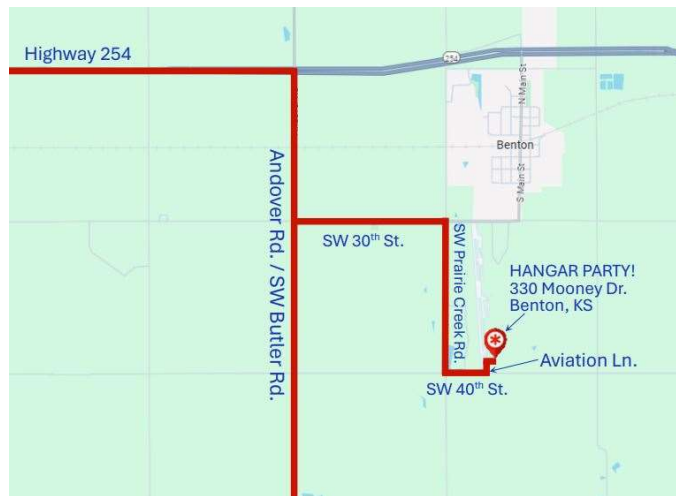


We hope to see you there!!!

Party Details:

When: Saturday, March 30, 2024, 5:00 – 9:00 pm

Where: Jim Lee’s hangar (Stearman Field, Benton, KS) [see map below]



Dress: ‘Hangar’ Casual

What: Hor D’oeuvres, Open Bar

Music: Live band “Jared Brown and Dirt Road Misfits”

Tickets: \$20 each. 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>

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. Donate at <https://classiclear.org/>



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/>.



The Century Mission ‘Gold’ Flight Patches

“The Century Mission” limited edition ‘gold’ flight mission patches will be taken by the crew around the world onboard 36-055. These patches will be available after the completion of the flight. Details will be announced at a later date.



Arrival Event

Stay tuned for the details for a ‘Welcome Home’ event! This is planned to be sometime after the flight, when the record is ‘official’.

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. Donate at <https://classiclear.org/>

Progress report, March 2024



Mark Moraine, Sean MacDonald, Kevin Ryan

On March 14, 2024 the first inspection on the road to airworthiness was completed and signed off! The cabin skin thickness checks are done and *'they are good!'* Volunteers Mark Moraine, Sean MacDonald and Kevin Ryan, current Bombardier employees, came out on their own time to accomplish the required cabin skin thickness inspection. This inspection kicks off the first of thousands of inspections required in order to get 23-003 airborne again. A big *Thank You* to these guys for donating their time and expertise to help us get the first inspection under our belt!

Mayor Lily Wu Visits



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. Donate at <https://classiclear.org/>



Wichita Mayor Lily Wu visited 23-003 on the morning of March 19th. She toured 23-003, signed the 'Welcome Home' banner and received a presentation about the history of 23-003, the Classic Lear Jet Foundation and our passion to *Restore, Connect, Educate* using 23-003 as flying history airplane. She was particularly interested in our desire to educate people of all ages about the significance of this first business jet, Bill Lear and their effect on the business jet industry and the city of Wichita. Mayor Wu was very impressed with CLJF and said that she was excited to help us with our goals.

Meet board member Mark Zerener



I was born in the early sixties, raised in rural western Sedgwick County. Let's just say I always considered myself a farm boy at heart. Growing up close to the "Air Capital of the World", it wasn't a coincidence I had an affinity for aviation and by my high school graduation, without a doubt, I knew working in the aviation industry was for me. Family members and friends were employed at the big "four" in Wichita, so aviation was a significant part of our lives. Interestingly, out of my High School graduating class with 49, three of us set our sights on becoming Pilots. We thought we had the world by the tail, young, ambitious and a bit naive.

Fast forward to the early eighties, having earned several pilot ratings along the way I was ready to head off to the wild blue after graduating from college. Unfortunately, my timing wasn't the best as the aviation industry and the economy, as a whole was depressed, a flying job with my limited flight experience wasn't to be had. Fortunately, during pursuit of my career dream as a pilot, several very wise and seasoned pilots mentored, advising to be sure to have something to fall back on with the crazy

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. Donate at <https://classiclear.org/>



career path I was pursuing, layoffs do occur you know. This was probably some of the best advice I ever received and fortunately took it to heart.

My career path consequently diverged from the pilot dreams held and found myself working Field Support Engineering roles for Military Aviation industry giants General Dynamics then Boeing Military Airplanes. These opportunities offered immeasurable learning, great technical experiences and introduced me to the world of military aircraft contracts, manufacturing and product support.

In late 1988, seeing a posting in the Wichita Eagle & Beacon, I made application to "Learjet Inc." for a Liaison Engineer position. To my excitement the interview was arranged and even greater surprise a job offer was tendered. I still remember well the internal conflict at the time, Military Contract work was where the money was! Business Aviation was still digging out of a hole, a risky place to work for a single income family married guy with a two-year-old and another on the way, not to mention the offer let's just say wasn't monetarily competitive. Counter to the risk laden emotion I had was the opportunity to serve an inner career passion from earlier years, the opportunity to work for "Learjet"! Quite possibly a path at some point back into the cockpit, some way maybe I dreamed. I accepted the job. To this day I blame my hiring manager and first Learjet boss Jay Thomas explicitly for opening the door and affording me the opportunity for one of the most rewarding careers one will ever have!

Liaison Engineering was a great place to land and learn the ways of business jet manufacturing. It provided the opportunity to learn so much about so many things. I had unfettered access to every nook and cranny of the factory and through that I met so many wonderful, exceptional human beings that shared the passion of building Learjets. I was blessed to become part of the true Learjet family.

Early in 1991 the opportunity presented itself to move into Engineering Flight Test as a Flight Test Engineer. The Learjet 60 was in development and things were moving swiftly. The position focused on aircraft configuration control, flight test planning, data collection and dissemination. Even more, it offered the opportunity over time to fly as a Co-pilot on test flights. Without hesitation I accepted the opportunity and moved into the world of Flight Test. Another opportunity to realize just what I didn't know and still had to learn.

Working in Engineering Flight Test was fast paced and centered around constant change. It was hard work, long hours, fatiguing both mentally and physically. Needless to say, the learning curve for me was like drinking from a fire hose. Here I found exceptionally skilled professionals that did their jobs extremely well. These professionals had the innate ability to challenge one to their limits to learn but also knew when help was needed. Yes, here was where my first opportunity presented to fly the "Learjet" occurred. A dream realized, never to be forgotten and a new-found passion that became an important part of my life.

Early 1994 I seized the opportunity to move over to Production Flight Test as a "Test Pilot" while continuing to serve in an Engineering role on Production Sustaining programs and Customer Support activities. Unique to our tasking was also the role of performing post maintenance Stall Flights on the entire Learjet fleet worldwide. Once again, a department filled with exceptional individuals, skill sets, and vast knowledge of the entire Learjet product line. The flying pace was driven by the production cadence and we were expected to be safe, efficient and thorough in our evaluation of the aircraft. It

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. Donate at <https://classiclear.org/>

was here I realized I had a role like no one other at the Factory. It was a unique vantage point to see where it all came together. Even more though, a humbling realization I had the privilege to experience first-hand the hard work of all that had a role in the design, build and completion of the product. The passion continued to grow.

Production Flight Test offered the opportunity for me to develop as a Pilot and more importantly a Supervisor of people. Here is where I learned what mattered to me in life. Simply said, helping others, making a difference and being challenged. I'm fairly certain this was from the influence of those that had taken the time to mentor and help me in my career.

Late 2004 I opted to make a change and moved across the airport to Cessna. My rationale was all I knew was "Learjets" and I needed to learn more. My starting role was a Demonstration Pilot on the Citation product line. Quickly things moved along in my career at Cessna. Next thing I knew I was in Independence, KS where the single engine product line was assembled and delivered. My role was to help start up the Production Flight Testing of the Citation Mustang that was also to be manufactured there. Soon I found myself in the Chief Pilot role at Independence before assuming the Director of Production Flight Test and Delivery for all of Cessna. Life at this point was moving fast, way too fast and somewhere along the way I lost my passion for what I was doing. Ironically, in 2012, opportunity knocked for me to return where my long-lost family was, that is, my Learjet family.

I returned to Learjet in late summer 2012 as a Production Test and Delivery pilot. Tasks included new Learjet aircraft production flying, Stall flights worldwide and Customer aircraft delivery. Added was the opportunity to become rated on the Global Express aircraft and test fly those that were completed at the Wichita site. I was once again at peace with my career, could spend time with my immediate family and my Learjet family. Unfortunately, my Learjet career ended prematurely with the cessation of Learjet production in 2021. My career continues flying both Learjet and Citation aircraft for a local Wichita operator. My passion remains.

Serving on the Classic Lear Jet Foundation Board and restoration of Learjet 23-003 provides the opportunity to give tribute to the iconic Lear Jet. This initiative serves as a testament to those that made endless sacrifices to bring the business jet aircraft industry to life. Restore, Connect, Educate, these words may seem simple to some but hold much meaning to those that had the opportunity to be part of something that changed the world forever. I'm honored to be part of the Foundation and its charter. My passion continues.

Volunteer Spotlight: Scott and Debbie McClure



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. Donate at <https://classiclear.org/>



RECHARGE!

VOLUME 1

MARCH 2024

NUMBER 12

Scott McClure: Learjet service February 21, 1977 – January 15, 2015

I started at Lear jet in Tucson about a year out of the Coast Guard. I had been working for the city of Phoenix when I was hired to work on the final line. Pulling wires by hand, pinning and grinning, then it was power up and trouble shoot the systems on the aircraft. At that time crews performed all functions on the planes and passed them on to the flight dept. When they announced a change to have special crews do all the functional test, I applied to move to the avionics lab. I went up as a pulse tech working radar and other pulse equipment. Eventually I trained up to work all avionics on the Lear. The lab also worked on the customer aircraft avionic systems. It was more efficient. Customer service performed all the electrical work on the plane. I had a crew of about 10 guys that did mods and design work for installing new systems in aircraft for customers. We worked with engineering to come up with the best solutions for after-market installations. Debbie and I moved to ICT in 1988. I was the first to start up final assembly and flight support. We moved a lot of dirt and boxes to make room to form the production line. After the first plane moved from the line to flight, I moved to flight with it. After about a year, was moved back to supervise the production line again and bounced back and forth between flight and production working on planes that were "hot" or falling behind schedule. As the line stabilized, I stayed in flight for a couple of years before returning to final assembly production line. Later, I was moved to Methods to support the wing shop and the space shuttle program. After working in building 9 for a year I was asked if I would come back to the final line temporarily to make the yearend goals. I did that for two years and it was decided at that point that I would stay on the final line permanently. From there I worked as supervisor over third shift and had all the shops in the entire plant that were running on that shift. It made for some fun and interesting times. I have worked on every model Lear built and the only Lear that I have not flown in is the model 60. I believe my time at Lear was great up to the end when they closed the 85 down. That was when Deb and I said its time to retire and enjoy this part of my life. I am looking forward to helping in the restoration of 23-003 and to see if I can remember all the little bits of information it takes in building a custom Lear. The older planes were all different, with packages defined by the customer. It will be a great time and a challenge I would say to anyone interested in taking it on. Come out and challenge yourself to see how it was done. One plane and one wire at a time.

Debbie McClure: Learjet service July 16, 1979 – January 15, 2015

It doesn't seem possible that my career with Learjet was a few months shy of 36 years! How blessed I am to have been part of such a legacy. In July of 1979 I applied for an electrical assembler position at Gates Learjet in Tucson, Arizona. I wasn't sure I had the qualifications they were looking for but I was willing to learn. With a little electronics knowledge that I learned from Scott during his schooling and while he was in the Coast Guard, I hoped I could get through the practical side of the interview. I almost burst with excitement when they called and told me I was hired! The company was growing fast and hundreds of people were being hired to produce the finest business jet in the world. I was assigned the area that created the elec/avio assemblies. Instrument panels, glare shields, switch panels, circuit breaker panels, terminal and printed circuit boards and all the supporting interface units for every

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. Donate at <https://classiclear.org/>



RECHARGE!

VOLUME 1

MARCH 2024

NUMBER 12

system in the aircraft. Working hard to learn everything I could about electrical assembly, I was promoted to a “Lead Assembler” within my first 6 months of employment. There was so much to learn and so much to teach and I loved every minute of it! Soldering, wiring, crimping of so many different contacts, component recognition and values, reading diagrams. In Tucson at that time, we did not have production visual aids to work from. So, it was a requirement to be able to read the blueprints and wire diagrams and to build all the assemblies directly from the drawings. One thing I truly enjoyed was wire routing inside all those boxes and panels. You know, figuring out how to put 10 lbs of wiring into a 5 lb box. Before I would start, I would look over both the mechanical assembly and wire diagrams to understand how best to put it together and where to start. It was a personal challenge for me to improve the routing and the time to build each unit for every assignment. My goal was not only to make it functional, but to make it “pretty” and accessible to whoever in the field might need to go back into it for a modification or component replacement without having to completely tear up the wiring. Our department thrived and we helped each other to meet tough schedules. We were all proud, we enjoyed our work, we were family. Back in those days, they used human ballast for test flights instead of lead weights. I wanted to be on that list for a chance to fly in a Learjet. One of my most memorable “ballast” flights was in a model 55. We went to an altitude of 51,000 ft and I was in complete awe when I could actually see the curvature of the earth! I will never forget that experience. I worked in Tucson for 9 years. In 1988 I was asked to take a supervisory position in Wichita, Kansas. They were ramping up production and wanted me there to start the wire shop back up and supervise it. It was a hard decision. We had a home, family nearby, our two kids ages 11 and 15 were in school and Scott was also working for Learjet in the Avionics Lab. After much debating we decided to pull up stakes, take our transfers and move to Kansas.

There was so much more work to set up, hire enough people and start the wire shop back up than I had anticipated and I learned a lot through that experience. Reclaiming what was once the wire balcony in bldg 3, the space was being used for storage and needed to be cleared out and cleaned. There were no work tables, harness routing boards had to be brought out of storage and brought up to date. Tools had to be located and re-certified, materials had to be purchased. Interviews for re-hire or new-hire had to be done. I needed to learn who all the people in other departments were that could help support my effort. There was so much to do and with everyone's help it was accomplished. We were ready for production. Programs like the C-21A, Singapore, JDA....business jet sales were soaring and production was buzzing. We worked a lot of overtime to meet the demand of the biz-jet boom. Scott was working second and third shift most of his 38 years while I was on 1st shift. That's about how it went for most of the years we both worked there, but we juggled our personal lives and made it work. Many couldn't understand how we could work together but we were a good team! He supervised the Final Assembly line and I supervised the Electrical shop that built all the components that fed his line. We did our best to support each other's schedules and that of every other department.

Somewhere around 2008 I transferred to Methods to support the electrical assembly shop needs. Then, when the 85 program started up, I was moved to exclusively support the electrical wiring/assembly needs for that program. When the program ended in 2015 Scott and I were both laid off and officially retired later that same year. Now in retirement for 9 years, we enjoy spending the summers at our

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. Donate at <https://classiclear.org/>



cabin in NM, camping, spending lots of time with good friends both here and there, I play my violin, paint rocks and cut/carve wood projects. Life is good.

So, my Learjet experience spans 36 years. 9 in Tucson and 27 in Wichita. It was a good run with a lot of good memories as well as making a lot of friends. So many stories yet to tell. I look forward each month (that we're in town) to the retirement breakfast to be able to enjoy time with those I worked with for so many years. To name a few, Jay Thomas (mech liaison eng) who would always say to me "sure, I'll help you if it doesn't have a wire on it" and Bill Stratton (elec liaison eng) who was always there to help me if it did have a wire on it. Such great guys. Richard Rose does a fantastic job of coordinating the breakfast, taking photos and posting them on the Bombardier Friends Facebook page (not to mention how much he helped me from the IT world). I also appreciate the Learjet history lessons that Dick Kovich faithfully brings to the group each month. Such dedication of so many. It's a good time together.

Learjet, since its beginning, has made countless world records over the years. Although sadly no longer in production, it is still making world records for speed, distance, altitude and beauty. For 23-003, what an amazing, exciting challenge it poses! I look forward to the re-birth and re-certification of 23-003.

Meet Volunteer Coordinator: Brenda Parks



I grew up in Cheney (Mom's home town) and graduated from Goddard high school (Dad's home town). I worked various office system jobs and during the 14 years at Air Midwest. I enjoyed administratively supporting the maintenance, quality control, operations support, finance and IT. In 1993, I made the move to the Pacific Northwest and spent 20 years working for the Olympic Area Agency on Aging, retiring in 2019 after 10 years as the IT Director.

I grew up watching my Dad, Daryl Parks, a self-made man with a long aviation career in Quality Control (Lear) and Manufacturing (Falcon). He started working for Lear Jet in 1962 and was with the group that went to Germany. He was responsible for getting the spare parts and tooling back to the US. After 16 years, he left Lear to go onto work for many years at Falcon Jet.

When I retired in Oct 2019, my husband & I became full time RV'rs by selling our house, giving our kids and early inheritance of household goods. We moved our trailer to Arizona to help Mom care for Dad who had slowly lost strength in his legs. He passed in July 2020, at home with family as he wished for. I cherish those months with him as we swapped life stories of Lear, Falcon and Air Midwest.

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. Donate at <https://classiclear.org/>



RECHARGE!

VOLUME 1

MARCH 2024

NUMBER 12

Last summer, a high school friend who worked for Dad at Lear Jet invited me to attend a retired Lear employee's brunch. I was excited to meet some of the men & women that knew Dad and wanted to be a part of the CLJF to honor of him. I signed up for the volunteer coordinator offering my administrative office & information technology skills to the job.

There are over 40 names in the volunteer database now! I'll be reaching out to contact them to make sure I have their contact information & skills background correct.

Want to Volunteer?

Help with the restoration of 23-003! We need help in *all* areas! Everyone with any expertise or 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 need you!! 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!

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 Merchandise Availability

The Aviator's Attic carries the full line of CLJF merchandise and can be ordered on-line at <https://aviatorsattic.com/product-category/aviation-fun-stuff/classic-lear-jet-merchandise/>. You can also purchase these items in-person at The Aviator's Attic at 2010 South Airport Road, Wichita, KS or call 316-946-3246.

Also, The Kansas Aviation Museum gift shop, Amelia's Landing, carries some of the most popular CLJF merchandise! You can visit the KAM gift shop at 3350 George Washington Blvd, Wichita, Kansas 67210 or by phone 316-683-9242. Checkout their website: <https://kansasaviationmuseum.org/>

Remember that your purchase supports the restoration of 23-003!!

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. Donate at <https://classiclear.org/>