



RECHARGE!

VOLUME 1

APRIL 2024

SPECIAL EDITION

SPECIAL EDITION

THIS WEEK A LEARJET WILL SET ANOTHER WORLD
RECORD !!!!

BEFORE THAT.....

LEARJET'S
SET
RECORDS

LEAR JET
CLASSIC LEAR JET FOUNDATION

LET'S REVIEW...

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1965: LEAR JET begins to set records

“We clip off a hundred miles every 10 minutes”..... Bill Lear

By spring of 1965 the potential of the Lear Jet was obvious, early in the morning May 21, 1965, Clay Lacy (CLJF Primary Acquisition Sponsor) and friend Jack Conroy headed east out of California in Lear Jet 23-012, N1965L, headed to New York City. They were home for dinner that night.

Known as the boomerang flight, the business potential of the Learjet was demonstrated by holding press conferences on both coasts of the United States in the same day. Setting 3 world records for speed didn't hurt. The first of many records in the Lear Jet Legacy. Stay tuned for more.

Lear Jet 23-012, N1965L, remained in service until 2023 when its owner, Mr. Clay Lacy, donated it to the Museum of Flight in Seattle, Washington making it the longest active Lear Jet in history.



LEAR JET SETS NEW WORLD RECORDS!

LOS ANGELES — WICHITA — NEW YORK
 LOS ANGELES — TULSA — NEW YORK

2:18 hr. 2:33 hr. 2:33 hr.
 2:53 hr.

PROVES PERFORMANCE LEADERSHIP ON 5005 MILE TRANSCONTINENTAL ROUND-TRIP — DAWN TO DUSK

Lear Jet N1965L with seven people aboard made a record daylight flight from Los Angeles to New York to Los Angeles on May 21, 1965. At an average speed of 556 mph at cruise altitude, the California Airmotive business jet spanned the continent with only one stop each direction. Total flying time for the 5005 mile flight was 10:21. Maximum take-off weight was 12,500 pounds.

The historic flight, with an official timer from the National Aeronautic Association on-board, set three world records for business aircraft: Los Angeles to New York (5 hours, 08 minutes), New York to Los Angeles (5 hours, 44 minutes - against headwinds to 98 mph), and round trip (11 hours, 36 minutes — including 1 hour, 14 minutes groundtime).

Lear Jet speed and reliability enabled Jack Conroy to enjoy breakfast and dinner in Los Angeles and transact business in quiet comfort while in flight as well as on the ground in both New York and Tulsa. The flight heralds a new era of executive mobility via Lear Jet. Perfect performance throughout the flight of this fastest flying, highest climbing business aircraft is more documented evidence that *the Lear Jet makes sense!*

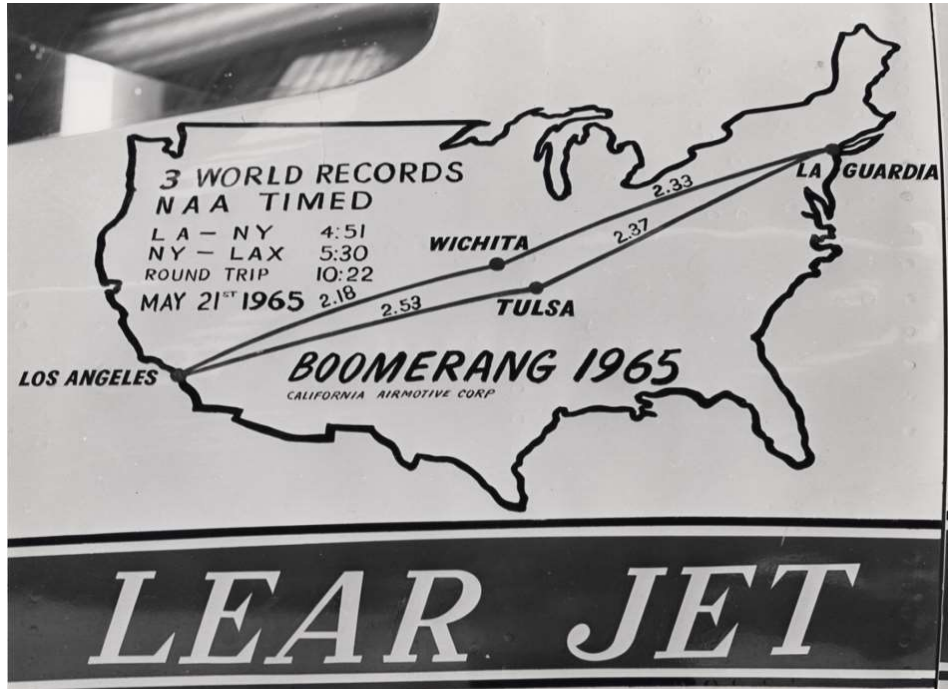
Request performance data and demonstration flight

LEAR JET

Manufactured by LEAR JET CORPORATION Wichita, Kansas

Morning fueling stop—Wichita Congratulations on record flight—Los Angeles

Magazine advertisement touting record



Close up of map on 23-012 N1965L fuselage



Refueling stop

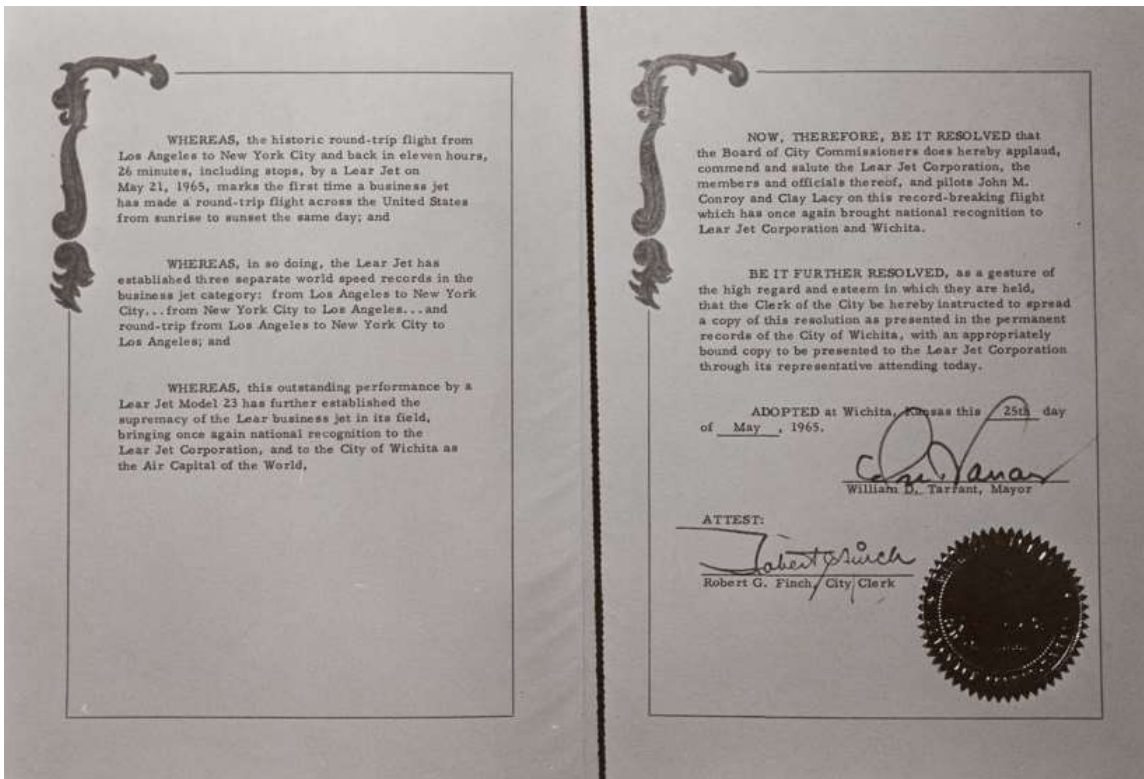


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City of Wichita Resolution



23-012 N1965L over California Coast

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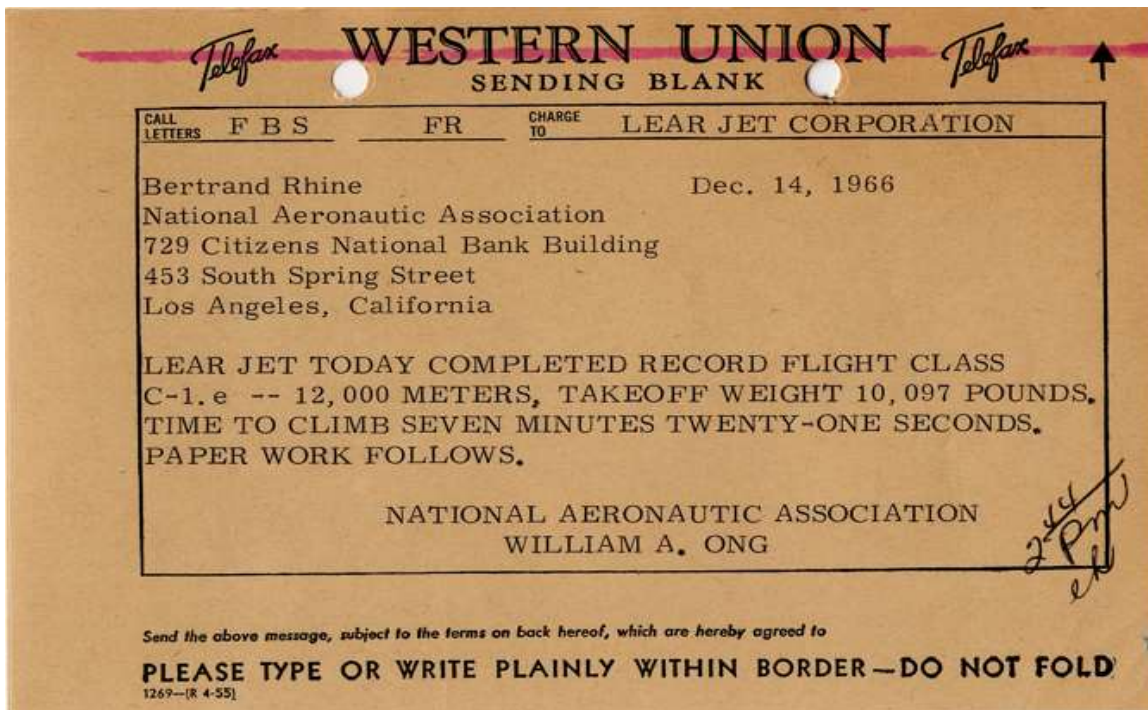
DECEMBER 1965: ANOTHER WORLD RECORD

“Nothing climbs like a Lear Jet, not even military planes”Bill Lear

To emphasize the Lear Jets ability to reach optimum cruising altitude for fuel economy quickly and its ability to get “over-the-weather” in the shortest possible time a world class time to climb record was set on the 14th of December 1965.

Blasting out of Wichita Municipal Airport on a cold, rainy, snowy, and overcast morning, 23-055 N809LJ with 7 people on board reached 10,000 ft in 1 minute 34 seconds, 20,000Ft in 2 minutes 57 seconds, 30,000 Ft in 4 minutes 34 seconds and hit the record altitude of 40,000 in 7 minutes 21 seconds. This record attempt was believed to be the first ever made under full instrument conditions. Except for the landing phase the entire mission was flown on autopilot. The crew for this flight was Henry “Hank” Beard, Chief pilot for Lear Jet Corporation and Ronald G. Puckett a FAA Test pilot. Also on board were William “Bill” A. Ong, the official timer and 4 members of the Wichita media - Television, Radio, and newspaper.

23-055 was delivered later that same month. It was owned by legendary west coast automobile dealer Cal Worthington, was converted to a model 24 and on display at the Tillamook Air Museum in Tillamook, Oregon.



Telegram announcing record

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Ron Puckett, Hank Beard



23-055 N809LJ

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Ron Puckett, Bill Ong, Hank Beard

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1966: THE FIRST ROUND THE WORLD FLIGHT

"Every company in the world would have bet 10-1 against this plane".....Bill Lear

In 1966, the main emerging competitor for the Lear Jet appeared to be the Jet Commander, produced by Aero Commander, in Oklahoma. Several months before the Lear Jet around-the-world trip was made, Aero Commander announced to the world that radio personality Arthur Godfrey, a pilot, would be sharing flying duties aboard a Jet Commander that would be circling the globe in the summer, setting a number of world speed records. Never one to miss a promotional opportunity, Bill Lear, who knew Godfrey, said let's take a Lear Jet 24 around the world, without fanfare, then when Arthur returns from his trip we'll simply say, "Congratulations and welcome back we made the trip earlier and, by the way, we made it considerably faster" So preparations were quietly made (mostly by Hank Beard and the assigned crew) for all operational aspects of the trip, including some 20 refueling stops along the way. Details of making the flight official with the National Aeronautical Association were left to Jim Greenwood and Al Higdon.

In the afternoon of May 23, 1966, Lear Jet 24-100 N427LJ departed the factory in Wichita as planned with Hank Beard, Rick King and John Lear as crew, and John Zimmerman, Wichita Eagle aviation reporter, as official NAA onboard observer and timekeeper. The mark to beat was 69 hours elapsed time. For every minute under that time a bonus was to be paid to the flight crew. On board the aircraft was a 50ft. clothesline, explained jokingly by a company spokesman "if the trip takes more than 69 hours, they'll use the rope to hang themselves". All-in-all, the trip was a great success, albeit one that could have been better publicity-wise, mostly due to a last-minute decision from Bill Lear: " Let's take this trip public, really working the media to get the most out of it". The guys on board related a bit of heart-stopping drama when a Russian Mig curiously flew alongside them for a considerable time on the other side of the world. The aircraft arrived back in Wichita on May 26, 1966, the day after the Jet Commander was scheduled to depart to a crowd of over 2,000 people including the Governor of the state of Kansas and the Mayor of the City of Wichita. Twenty-two records were broken. Bill Lear kept his promise giving each crew member \$600 cash bonus money. There were zero mechanical incidents with the airplane and within hours of its return, Lear Jet N427LJ was dispatched on a routine business trip to Detroit.

Godfrey and the Jet Commander made their announced trip as planned. It took longer, set no records, and all-in-all, was quite anti-climactic.

24-100 N427LJ was the first example of the Lear Jet 24, first aircraft certified to the then new FAR Part 25 for Transport Category Aircraft. It remained in service until 1999 having accumulated almost 13,000 flight hours.

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Bill Lear lifting 24-100 N427LJ off the nose jack



Close up of map on 24-100 N427LJ fuselage



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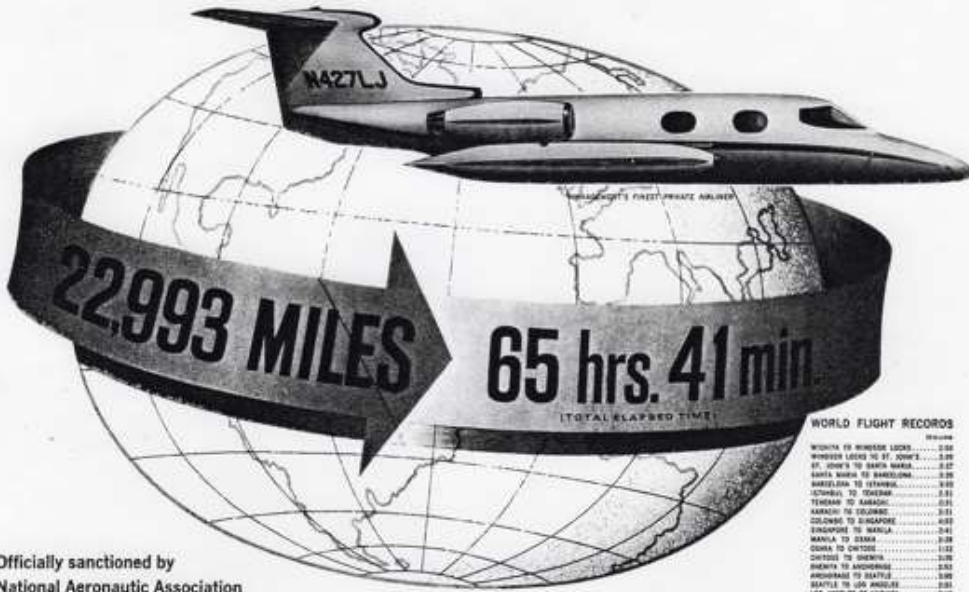
50 HRS + 22 RECORDS

Flying time 50 hrs 20 min.

THE WINNER:



(A STANDARD PRODUCTION LEAR JET - NO EXTRA TANKS - NO OVERLOAD - NO SPARES - NO DELAYS)



Officially sanctioned by
National Aeronautic Association

WORLD FLIGHT RECORDS

WICHITA TO WICHITA LOOP	2:00
WICHITA LOOP TO ST. LOUIS	2:07
ST. LOUIS TO SANTA MONICA	2:27
SANTA MONICA TO SAN FRANCISCO	2:30
SAN FRANCISCO TO OAKLAND	2:40
OAKLAND TO OAKLAND	2:51
TEHRAN TO AIRAC	2:51
AIRAC TO AIRAC	2:51
COLONG TO SINGAPORE	3:02
SINGAPORE TO MANILA	3:41
MANILA TO OSAKA	3:58
OSAKA TO OAKLAND	4:12
OAKLAND TO OAKLAND	4:26
PHOENIX TO ANCHORAGE	4:32
ANCHORAGE TO SEATTLE	4:40
SEATTLE TO LOS ANGELES	4:52
LOS ANGELES TO WICHITA	5:18
TOTAL FLYING TIME, 50 HRS 20 MIN	

PROVES MATCHLESS RELIABILITY, RANGE AND SPEED

WORLD FLIGHT RECORDS . . .

18 speed records set on around-the-world flight of 22,993 miles. Flight time 50 hrs 20 min. Total elapsed time 65 hrs 41 min.

COAST-TO-COAST RECORDS . . .

Los Angeles to New York . . . 5 hrs. 8 min.
New York to Los Angeles . . . 5 hrs. 44 min.
Round-trip . . . 10 hrs. 52 min.

CLIMB TO 40,000 FEET . . .

All the way on autopilot with crew and five passengers—40,000 feet in 7 minutes 21 seconds.

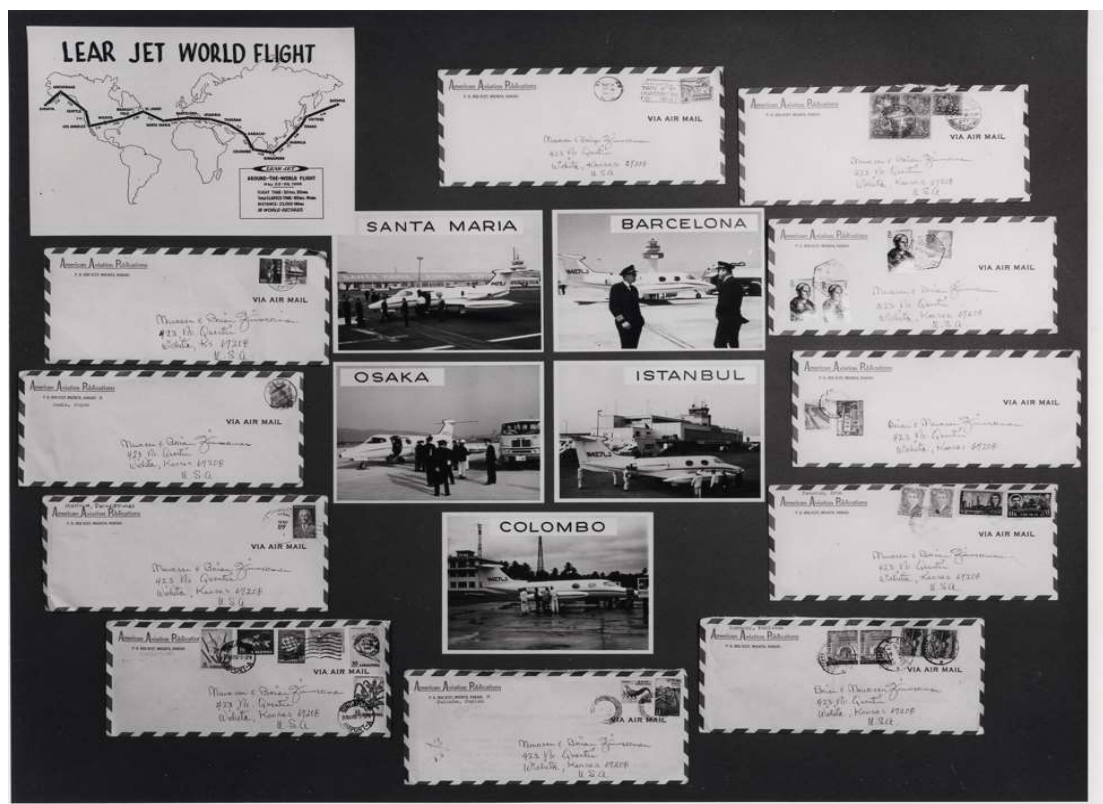
LEAR JET SETS 18 SPEED RECORDS FOR BUSINESS AIRCRAFT ON WORLD FLIGHT

LEAR JET (N427LJ, certificated FAR-25) with no overload, no extra tanks, no failures, no delays, landed back in Wichita May 26, to establish this around-the-world record . . . and left 3 hours later on business flights to eastern cities. 18 speed records were set. Piloted by John Lear, Hank Beard and Rick King, with noted aviation writer, John Zimmerman aboard as observer/timer and world press representative. Over 500 mph speed was averaged at 41,000 feet. Flying time 50 hrs 20 min. Total elapsed time 65 hrs 41 min. Weather? You name it! They had it, including typhoons and a precision landing in the Aleutians. 99.9% of the flight was on the exclusive Lear Jet autopilot, which provided precise altitude, attitude and heading hold. Said John Zimmerman " . . . it was a fabulous flight . . . well planned and executed . . . everything worked . . . unbelievable reliability . . . we carried no extra fuel . . . had no squawks . . . no failures . . . no delays . . . and beat every ETA. " No wonder more Lear Jets are in world-wide service than any other business jet.

LEAR JET INDUSTRIES . . . AIRLINE AND BUSINESS AIRCRAFT . . . HELICOPTERS . . . AUTO AND HOME STEREO 8 PLAYERS AND RADIOS . . . AVIONICS . . . GYRO INSTRUMENTS . . . AUTOPILOTS AND CONTROLS . . . AIR CONDITIONING

Magazine advertisement touting record

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Letters sent home from various fueling stops around the world



Rick King, Hank Beard, John Stevens (Wichita Mayor), John Lear, John Zimmerman

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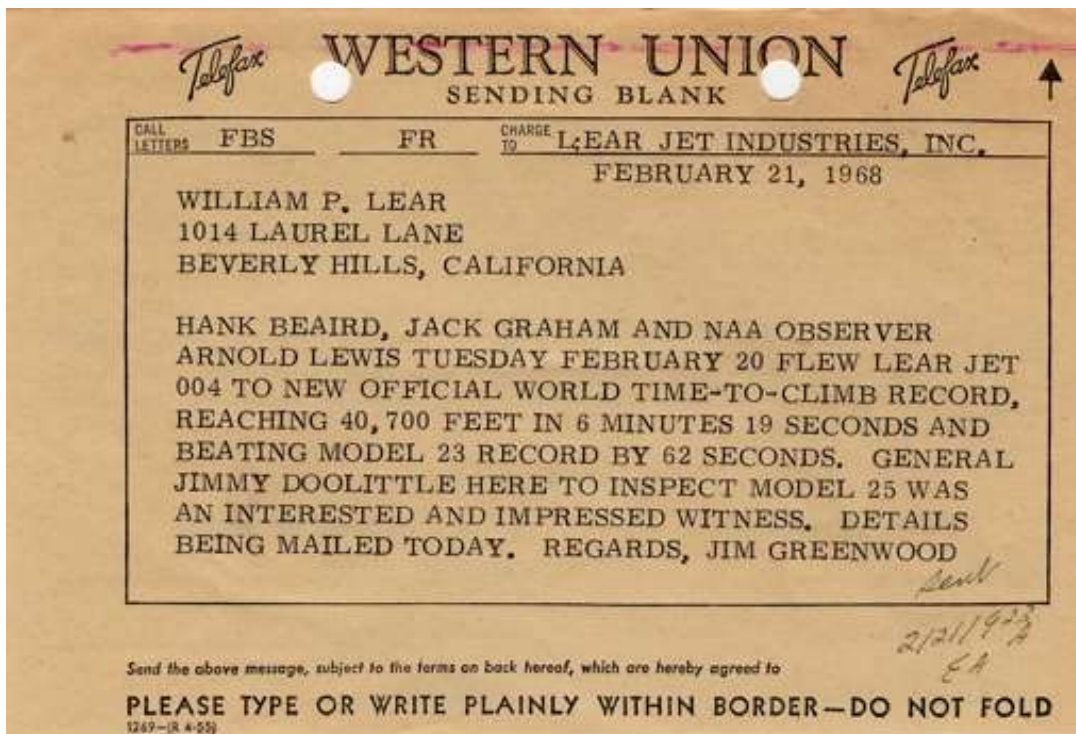


1968: Time to Climb bested.

“Don’t you know that I would sell my grandmother to save a pound of weight?”....Bill Lear

On February 20, 1968, the time to climb record set by Lear Jet 23-055 in December 1965 was broken by a standard production Lear Jet 25. With 200 pounds more thrust and weighing some 1200 pounds less than the prior record aircraft, Lear Jet 25-004 N641GA climbed thru the 40,000 ft. mark in 6 minutes 19 seconds, 1 minute and 2 seconds faster than the previous record. The aircraft continued to climb to 45,000 ft and returned to the Wichita airport after a total elapse time of 17 minutes. The crew for this mission was pilot Henry “Hank” Beard, copilot Jack Graham and official observer Arnold Lewis of the Wichita Eagle newspaper. A very special spectator was on hand to witness this event. Legendary aviator and Medal of Honor winner Lt. Gen. James H. Doolittle (retired) congratulated the crew after the flight.

Lear Jet 25-004 had a long service history including time as a freighter. It accumulated some 19,000 hours of flight time before being de-registered in 2019. It was also one of the few 20 series aircraft originally equipped with single point refueling.



Telegram to Bill Lear announcing record



Lt. Gen. James H. Doolittle, Hank Beard



25-004 N461GA

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August 1970, Speed over a recognized course

“Go ahead – full speed!”Bill Lear

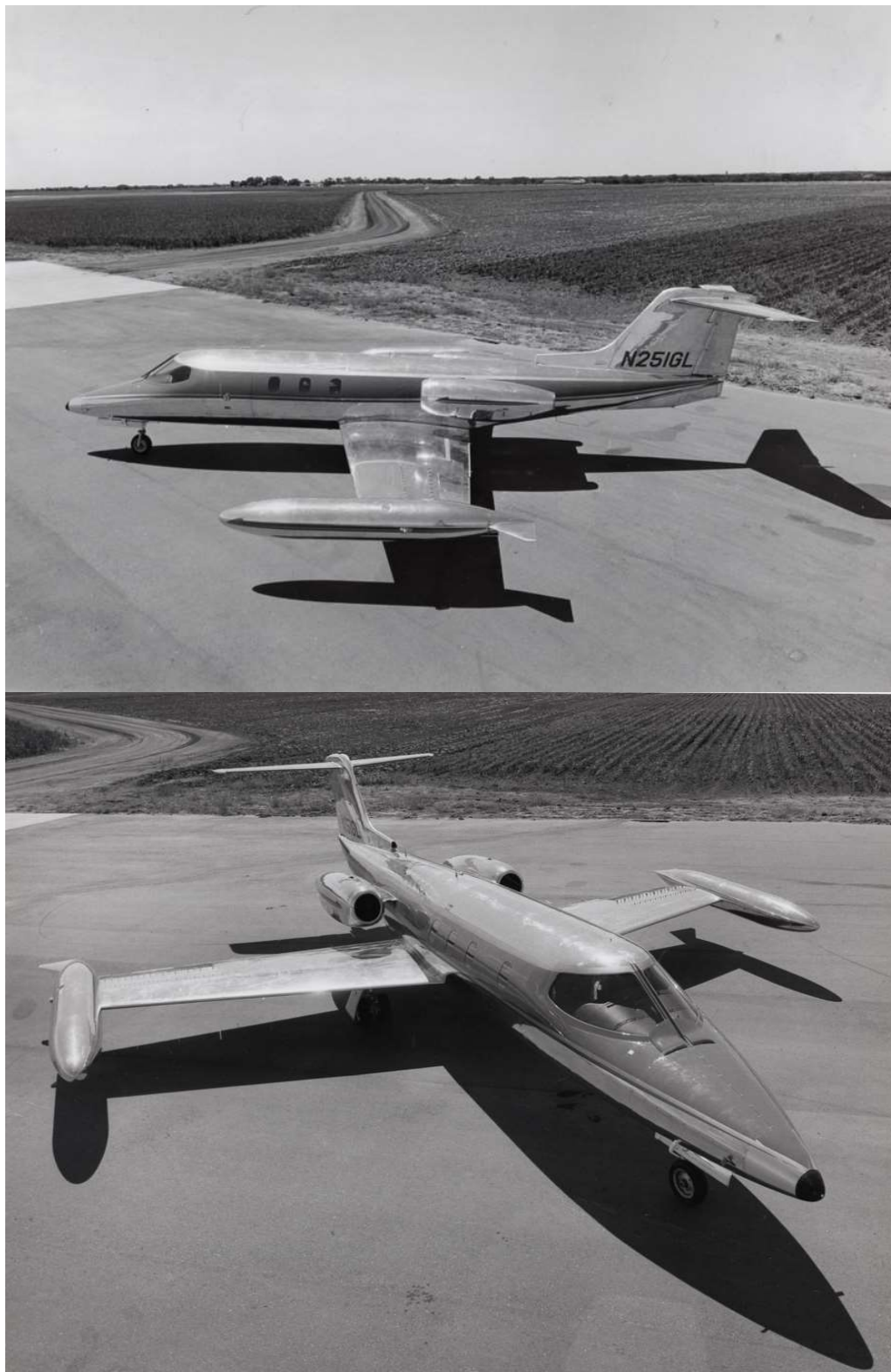
By mid-1970 Lear Jet was finally able to produce a long-range version of the Lear Jet. Equipped with an additional 190 gallon fuselage tank the Model 25C began deliveries in mid 1970. Several marketing strategies were considered to publicize this improvement, including long distance trips in Europe, Asia and potentially Hawaii to Los Angeles. On August 30, 1970, Lear Jet 25C-061 N251GL set 3 world records for speed over a recognized course: Los Angeles to New York, New York to Los Angeles and Los Angeles – New York – Los Angeles. The actual speeds were 486.28 MPH, 448.69 MPH and 433.76 MPH respectively. The flight crew was Robert “Bob” Berry – pilot & William “Bill” W. Littlefield- Copilot.

Lear Jet 25C-061 N251GL was the first Model 25C manufactured and one of the few completely polished aircraft. It had a long service life and was last registered in Venezuela as YV203CP.



Bob Berry, Bill Littlefield

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25C-061 N251GL

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1976: The second round the world flight

"This plane is going to be just like the Volkswagen. Ten years from now it will look the same. But it will fly faster, land slower, use less fuel and be more reliable"....Bill Lear

By the mid 70's record flights had become almost commonplace, gathering little attention. Lear Jet, now Gates Learjet, had paired the Garrett TFE731 turbofan engine with a stretched model 25 creating the 30 series of aircraft with the long-range Model 36A being capable of 3,500 Mile flight legs. The idea for the second world flight was sparked by Learjet promoter and legendary golfer Arnold Palmer and then refined by Learjet vice president for corporate affairs Jim Greenwood: Fly a Learjet around the world on a goodwill mission to promote the U.S. Bicentennial and do it in conjunction with the 1976 annual Aviation/Space Writers convention. Palmer would pilot the aircraft.

Leaving from Denver Colorado on May 17, 1976, Learjet 36-014, N200Y circled the globe in 2 days, 9 hours, 25 minutes, and 42 seconds, cutting 28 hours and 43 minutes hours off the previous speed record set by a Jet Commander and establishing an additional 9 records for speed over a recognized course. Live in-flight interviews were carried by the major media networks. The crew for this trip was Arnold Palmer, James "Jim" E Bir - manager of special projects in Gates Learjets international marketing group and L.L. 'Bill' Purkey a member of Gates Learjets flight operations group. The official observer was noted author and former aviation editor for United Press International Bob Serling. During the various refueling stops bronze replicas of the Declaration of independence and Bicentennial flags were presented by Palmer to various heads of state and other dignitaries as part of the good will mission. At the conclusion of the flight a welcome home ceremony was held in Denver. Many people congratulated the crew including retired General Leigh Wade. Wade who in 1924 participated in and completed the first areal circumnavigation of the world, congratulated the crew on beating their previous record – by 173 days.

Learjet 36-014 is still in service today in Australia. If the tail number N200Y seems familiar it should. That number was the original number for the Classic Lear Jet Foundation's aircraft 23-003 when it was delivered. That's no coincidence. Mr. Herb Hamilton of Cincinnati, Ohio purchased both aircraft new.

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36-014 N200Y



Arnold Palmer, Jim Bir, Bill Purkey, Robert Serling

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LEAR JET

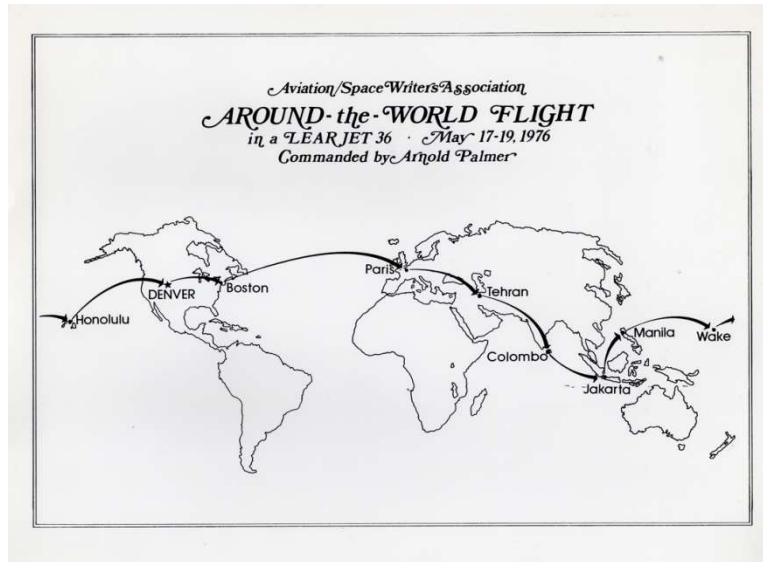
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Map of route

NATIONAL AERONAUTIC ASSOCIATION
806 FIFTEENTH STREET, N.W.
WASHINGTON, D.C. 20005



REVIEW

Record Classification: Class C-1.g, Group III
Speed Around the World
Speed Over Recognized Courses (9)

Date of Record Flight: 17-19 May 1976
Name of Pilot: Arnold Palmer
Nationality: USA Sporting License Number: 237/76
Place of Takeoff: Denver, Colorado
Place of Landing: Denver, Colorado
Aircraft: Learjet 36 Identification Number: N200Y
Manufacturer: Gates Learjet Corporation
Wichita, Kansas
Engines: (2) Garrett TFE-731-2-2B Rated Power: 3500 lbs. Thrust each
Manufacturer: The Garrett Corporation
402 South 36th Street
Phoenix, Arizona

RECORDS: Speed Around the World 644.107 KPH (400.23 MPH)
Elapsed Time: 2 Days, 9 Hrs., 25 Mins., 42 Secs.

CITIES	To	KPH	SPEED	ELAPSED TIME	
				Actual	Corrected
Denver/Boston		856.61	532.27	03:18:51	03:19:13.2
Boston/Paris		623.258	387.336	08:52:50	08:52:38
Paris/Tehran		745.27	465.218	05:38:15	05:39:47
Tehran/Colombo		728.37	452.589	05:54:39	05:55:48.6
Colombo/Jakarta		698.81	434.22	04:47:00	04:45:45
Jakarta/Manila		723.113	449.32	03:50:50	03:51:32
Manila/Wake Island		783.005	486.56	06:13:30	06:13:29
Wake Island/Honolulu		856.84	532.417	04:19:00	04:19:52
Honolulu/Denver		781.05	485.32	06:54:28	06:55:46



John M. Slattery
John M. Slattery
Secretary, Contest Board

NAA Record Certificate

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1979: Time to Climb and sustained altitude.

"Don't take my word for it, fly it yourself"Bill Lear

After receiving 51,000 Ft. certification Gates Learjet considered setting a time to climb record for the 1977 NBAA show. It was decided to wait and let the Model 28, which was introduced at that show, perform that flight. Shortly after the 75th anniversary of the Wright brothers' first flight, Learjet 28-001 N9RS set records for time to climb to while operating from the remote 3,000 ft., First Flight airfield at Kitty Hawk, North Carolina. On February 19th, 1979, the aircraft climbed to 15,000 meters in 12 minutes 26 seconds. Piloting this aircraft was Gates Learjet board of directors' member – and first man on the moon - Neil Armstrong. His copilot was Learjet 28 project test pilot Pete Reynolds with official observer Don Berliner of the National Aeronautic Association. Also present was Neil's friend and Gates Learjet President Harry B. Combs. Combs would publish his definitive Wright Brothers book Kill Devil Hill that year.

Learjet, in doing its research for this flight discovered they could easily set 2 additional world records in two different classes:

On February 19th, 1979, records for Altitude and Altitude in Sustained flight were set at 15, 584.6 meters (51, 130 Ft) were set on a flight from Wichita, KS to Elizabeth City, NC in Class C-1f (13227 to 17636 Lbs.) On February 20th, 1979, records for Altitude and Altitude in Sustained flight were set at 15, 585 meters (51, 130.89 Ft) were set on a flight from Elizabeth City, NC to Florence, KY in Class C-1e (6614 to 13227 Lbs.)

In the 1970's Gates Learjet was the leading innovator in Business jet Aviation. It was the only aircraft manufacturer to offer models capable of 51,000 Ft operation and the first certified application of the then new winglet technology. The new Learjet 28 "Longhorn" had both of those features. Only the Concorde flew higher. It is still today one of the highest performing general aviation aircraft ever built and is also amongst the rarest. Only 5 model 28's were built along with 4 model 29's, a longer range model. In August 2020 Learjet 28-001 was donated to the Armstrong Air and Space Museum where it is on permanent display



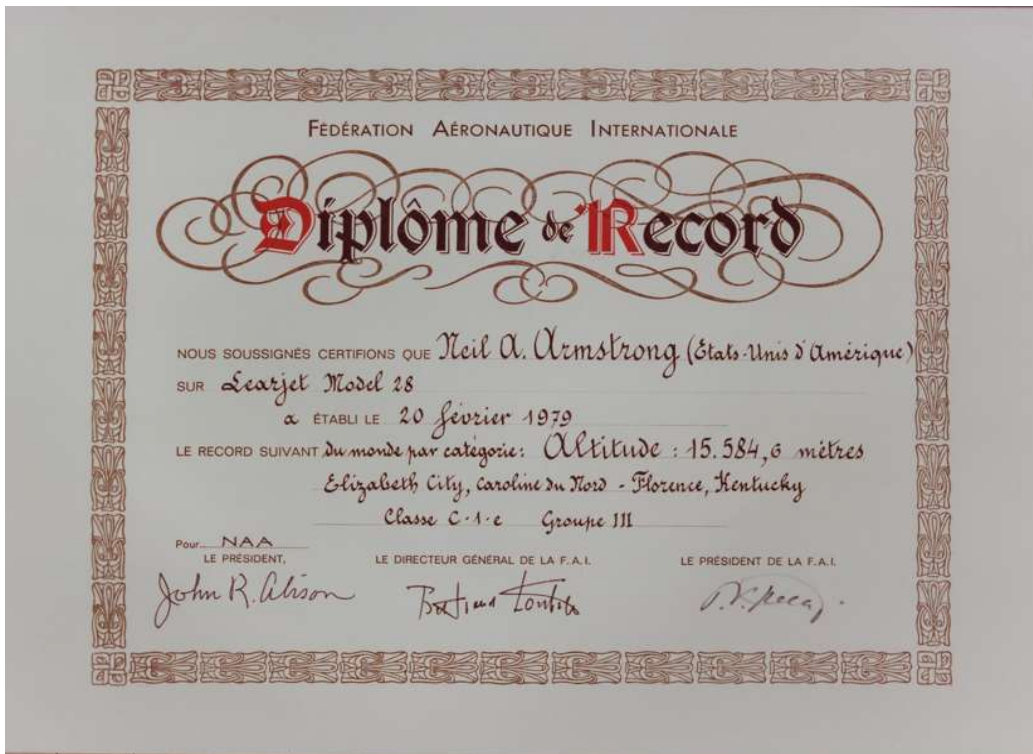
28-001 N9RS



Takeoff of the record flight



Don Berliner, Neil Armstrong, Pete Reynolds



Record Certificate



Harry Combs (with hat) and Neil Armstrong inspecting Wright brother's memorial



In the years since 1979 many additional Learjet world records have been set by Learjet. Many were by Gates Learjet and Bombardier Learjet. Many more were set by private operators.

This week Global Jet Care and Classic Lear Foundation add another chapter to the Learjet legacy. *The Century Mission* celebrates the 100-year anniversary of the first round the world circumnavigation by air.



For more information and to follow this mission: centurymission.org:

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