

No other corporate jet can make all of these statements.

In fact, no other corporate jet can make any of these statements.

The new LearStar is the fastest corporate jet in the world.

It has a high speed cruise of 581 mph and a long range cruise of 528 mph.

And it climbs directly to its normal cruise altitude of 41,000 feet in 17 minutes.

So it can do New York-London in 5 hours and 36 minutes and New York-Los Angeles in 5 hours and 6 minutes. (Which, we'd like to point out, is faster than even the best commercial schedules.)

Yet, with all that speed, it can still take off and land at hundreds of non-airline airports out in the hinterlands that have never been able to take aircraft even close to the LearStar's performance. (Just think: Athens, Ohio to Athens, Greece, non-stop.)

The LearStar is the longest-ranged corporate jet in the world.

Eastbound	Nautical Miles	Statute Miles	Time
Honolulu/New York	4318	4966	8 hrs. 29 min.
Denver/Rome	4182	4809	8 hrs. 13 min.
Houston/Paris	4367	5022	8 hrs. 34 min.
Tokyo/San Francisco	4477	5149	8 hrs. 47 min.
New York/London	3005	3456	5 hrs. 36 min.
New York/Houston	1230	1415	2 hrs. 51 min.
Westbound			
Miami/Anchorage	3481	4003	8 hrs. 46 min.
London/Pittsburgh	3277	3769	8 hrs. 15 min.
Frankfurt/New York	3349	3851	8 hrs. 26 min.
Honolulu/Tokyo	3395	3904	8 hrs. 32 min.
New York/Los Angeles	2140	2461	5 hrs. 6 min.
Houston/New York	1230	1415	2 hrs. 22 min.

All of these LearStar flights are non-stop and direct with average westerly winds of 60 knots.

As the chart indicates, it can make

non-stop flights that no other corporate jet can attempt.

Its NBAA IFR range is 4,000 nautical miles, 4,600 statute miles. Longer than any other corporate jet in the sky or, as far as we know, on the drawing board.

The LearStar is the first wide-body corporate jet in the world.

It's, naturally, wider than the Gulfstream II. And, of course, it has more headroom than the JetStar.

Up to 12 executives (or anybody else for that matter) can sit and stand and sleep and work comfortably for hours on end if need be.

The LearStar is the most efficient and cost effective corporate jet in the world.

For three very good reasons: the wing, the engine, and the economics.

The wing is a new proven design and the LearStar is the first corporate jet to adopt it.

The engine is the Lycoming ALF 502 D, with a 5 to 1 bypass ratio.

Together, they produce 15,000 pounds of quiet thrust with the lowest possible fuel consumption. So low that you can expect from 20% to 50% savings in fuel over medium and large business jets on both long and short flights.

All of these statements might be a little hard to swallow were it not for the people behind the LearStar.

Bill Lear, for one. As creator of the Lear jet, he practically invented the idea of the corporate jet. The new LearStar is his concept.

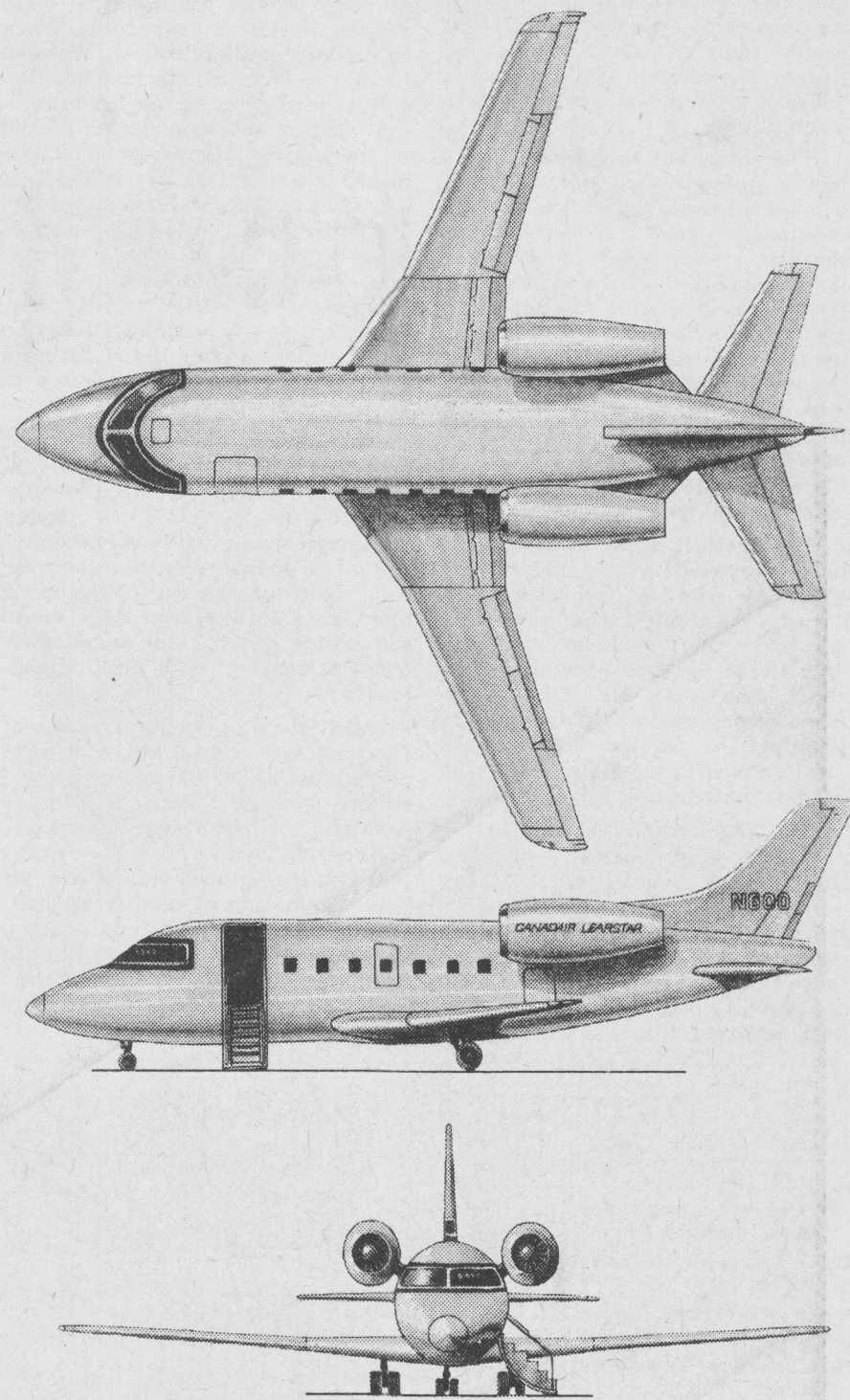
And then there's Canadair, who, for a long time, has been building everything in

jets on up to supersonic F-104s. Canadair is developing, manufacturing, marketing, and supporting the LearStar.

We've put a guaranteed price tag of \$4,275,000 on the LearStar for the first 50 units. And the performance and delivery dates are guaranteed also.

Which is interesting. Because for only \$2,000,000 more you can buy another corporate jet that doesn't even approach the LearStar in performance.

For more details, just write on your company letterhead or call James B. Taylor, Canadair, P.O. Box 6087, Montreal, Canada, (514) 744-1511, Ext. 325.



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