



JIMMY W. FORDHAM – Published Bio:

Jimmy started flying at age 14. By age 18 he had obtained his commercial, instrument, multiengine, seaplane, and flight instructor ratings. He is a 1975 graduate of Northeast Louisiana University with a BS degree in aviation. Jimmy has flown as a corporate and charter pilot on various multiengine, Lear Jet, and Falcon 20 aircraft. In the late 1970's he flew airshows in a Pitts Special, Midget Mustang and Schweitzer 126 Sailplane. He has worked for a major airline since 1984. Jimmy currently flies as captain on the Airbus A330. He has also worked as an instructor on Boeing 727 and DC-10 aircraft. Jimmy holds airline transport licenses in airplanes and helicopters as well as flight instructor and instrument instructor certificates in airplanes and helicopters. He is a FAST qualified formation lead pilot. He has logged over 18,000 hours of flight time. Jimmy is flying a YAK-52 in today's airshow. His hometown is Monroe, Louisiana. He is married to Susan and they have 2 daughters, Melissa and Laura.

JIMMY FORDHAM---additional bio items

- Jimmy's Dad became a flight instructor after WWII using the GI bill
- Jimmy has early memories of flying with his Dad in Taylorcraft and Cubs
- Jimmy was always drawing pictures of airplanes and building models of airplanes during his grade school years
- In high school instead of the usual teen interest in cars and motorcycles, Jimmy was interested in airplanes
- Early airshow memories-seeing the Blue Angels perform in 1960 at New Iberia, LA at the naval base there
- First interest in aerobatics: Took a ride in a Cessna 150 Aerobatic airplane and loved seeing the world go round—this was at age 16.
- Jimmy's Dad taught him to fly
- Jimmy soloed on the 16th birthday in 6 different aircraft
- Got his Private on his 17th birthday, his instrument rating 3 months later
- Got his Commercial at age 18, Flight Instructor at age 18, Multiengine at age 18
- After high school, received a football scholarship to Northeast Louisiana University in Monroe, LA
- Did flight instructor and charter pilot work while in college
- Graduated with a BS degree in aviation
- First job after college flew as a float plane instructor in Monroe, LA, then began building time by working as a corporate pilot flying light twin engine aircraft



- More aerobatic interest: helped a friend in Monroe, La restore a AT6; flew it and instructed in it
- More aerobatic interest-flew a Pitts Special with Marion Cole in 1976
- Got the bug to fly aerobatic and airshows
- Bought David Long's original Midget Mustang from Marion Cole
- Flew Airshows in the Midget Mustang in late 1970's-flew in shows with Marion Cole and Merle Gustafson, father of Steve Gustafson who flies with the AeroShell Aerobatic Team
- Sold the Midget Mustang and bought a Pitts continuing with aerobatics and air shows, then concentrated on his career—flying Lear jets and Falcon 20's
- Hired by a major airline in 1984; has flown the Boeing 727 and DC10 as captain and has also instructed on these aircraft
- Now flying as a captain on the A330, flying international flights
- In 2002 got a helicopter rating and now has a Robinson R44 ; has an airline transport rating in the helicopter and also a flight instructor rating in helicopter CFII
- In 2004 Jimmy and his youngest daughter Laura flew the helicopter to Oshkosh
- Although not hi performance like a Pitts or an Extra, the Yak is capable of doing all the basic aerobatic maneuvers; it is a well built aircraft capable of withstanding 7+ and 5- G



Aircraft Info:

YAK-52

Designed and built as the flight trainer for the Soviet Union DOSAAF Aeroclubs (voluntary Association for the support of the Army, Aviation and Fleet-paramilitary sport flying organization.) The aircraft has served as military trainers for the USSR, Romanian Air Force, Lithuania, Hungarian Army and Military Flying School of Bobocu-Buzau. The design was an adaptation of the World Aerobatics Champion YAK 50 (single seat). The Aircraft is capable of all Aresti/FAI catalog aerobatic maneuvers. The last delivery to the USSR occurred in 1991. The aircraft is still in production with 12 built in 1997 going to the Vietnamese People's Air Force. A westernized version is currently for sale. Approximately 200 of the 1982-1996 production have been imported to the USA in the experimental category. A unique feature is the air system – brakes, flaps, gear and starter. The instructor flew in the rear cockpit and had controls to override the brakes and simulate failures of the airspeed, attitude indicator and altimeter/vertical airspeed indicator.

Aircraft Specifications

Length	25 Ft
Wingspan	30 Ft
Height	9 Ft
Roll Rate	140 Deg/Sec
Max. Invert	2 Min
G limits	+7/-5
MTOW	2876 lbs
Fuel	32 gals
Takeoff	600 ft
Landing	900 ft
Range	250-280 NM
Cruise Speed	108-128 Kts

Engine Specifications

Engine Manufacturer	Vedeneyev
Engine Model	M-14P
Engine Type	9 Cylinder Radial
Engine H.P.	360 (10.6/1 Compression Ratio)

Designed by Yakovlev Design Bureau (USSR) between 1975-1977

Production Started 1979

First Flight 5/20/78



Total Produced 1800+