

PFM AEROSPORTS

JIMMY BURKE

ANNOUNCER PACKET

AND

PRESS INFORMATION



For Additional Information Call

770-617-0222

JIMMY BURKE

SHOW SEQUENCE

All maneuvers you see Jimmy perform today are basic maneuvers taught all fighter pilots in initial combat crew training. These maneuvers are designed to teach the novice pilot how to handle the aircraft in all flight regimes from zero airspeed to maximum airspeed.

Air combat and ground attack use a variety of these maneuvers to either position the aircraft for accurate weapons delivery or gain a tactical advantage on enemy aircraft. Jimmy will demonstrate the capabilities of the Yak 52 by taking it from over 200 mph to zero airspeed and from negative g loading to over 6 positive g's. The superb handling of the Yak 52 is shown by perfectly coordinated rolls, loops, stall turns, and out of control spins.

SHOW MANEUVERS

The following is a guide only and may take some improvising by the announcer.

Approach left/right at high speed, pull up and establish 45 degree line

Hang aircraft on prop until stall, spin aircraft 1 ½ turns and recover

Pull aircraft straight up for a Hammerhead stall turn

Dive and perform loop at crowd center followed by Wedge

Establish level flight and perform ½ Cuban eight

Humpty Bump with ½ turn on down leg

Inverted pass with 90 degree turn

Climb for energy and engine cooling

Immelmann followed by stall and one turn Spin

Reverse ½ Cuban Eight

Two point roll to inverted, two point roll upright

Return for Photo Pass

PILOT INFORMATION

JIMMY BURKE

Jimmy began his aviation career after graduating from Georgia Tech with a degree in Mechanical Engineering and entering the United States Air Force. After completing pilot training in T-37 and T-38 aircraft, he was assigned to Combat Crew Training in the supersonic, single seat, F-100. Jimmy then flew 325 combat missions in Vietnam in 1966 and 1967 as a fighter pilot in the F-100 and as a forward air controller in the O-1 Bird Dog. He was awarded the Distinguished Flying Cross, fifteen Air Medals, and the Purple Heart.

After a six year tour of duty, Jimmy left active service in the USAF and joined Eastern Air Lines. While at Eastern, he continued his military flying in the Air National Guard amassing over 2000 hours in the F-100. During his career with Eastern, Jimmy flew Boeing 727 and 757, Lockheed Electra, and Douglas DC-8 and DC-9 aircraft, and retired in 1991 as a B757 captain. Jimmy retired from the United States Air Force Reserve with the rank of Major.

Now retired from his third career as a forensic engineer, Jimmy flies a Russian Yak-52 and enjoys formation and airshow flying.

AIRCRAFT INFORMATION

YAKOVLEV YAK-52 TW

The Yakovlev Yak-52 first flew in 1976. Designed originally as a primary trainer for student who would later transition to Soviet jet aircraft, the aerobatics capable (+7 g, -5 g) Yak-52 is now often seen in the hands of sport flying enthusiasts from the United States to New Zealand.

The Yak 52TW is a tailwheel derivative of the Yak-52 aerobatic trainer that convey the classic warbird look. Yak-52TWs are powered by the M-14PF-XDK, a nine cylinder, supercharged radial engine rated at 400 horsepower. At 2,200 pound empty weight, the airplane is quite light and agile with a fast roll rate. With a maximum speed of 260 mph with that wonderful radial engine sound, the Yak-52TW is a real crowd pleaser.

Jimmy's beautiful Yak-52TW was imported into the US from Romania where it was built in 2004 in the same factory and fixtures as its soviet predecessors.