

NORMAN J. IJAMES

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PROFESSIONAL PILOT, AIRLINE MANAGEMENT

Education and Training:

T. C. Howe High School, Indianapolis, Indiana
Graduated -- June, 1962

Oakland City College, Oakland, California
Attended -- September, 1963 to June, 1964

Franklin Flying School, Franklin, Indiana
Attended -- June, 1962 to February, 1963
Received Pilot's License

Other Aviation Courses -- February 1963 to November 1969

Army Education Center, Ft. Stewart, Georgia
Attended -- January, 1966 to May, 1966 -- Aviation Course

Garrett Airesearch Corp., Product Support Department
Phoenix, Arizona
Attended -- September 15, 1970 to September 30, 1970
Turbo Prop Engine Course

Rockwell International Aviation Division
Oklahoma City, Oklahoma
Attended -- November, 1975
Turbo Commander 690/690A School

United Airlines Flight Training Center
Denver, Colorado
Attended -- May 31, 1976 to June 27, 1976
DC - 8 Transition Course

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Education Results:

College: Personnel Management, Industrial
Relations Major

Aviation Training -- Airline Transport Pilot.

Garrett Airesearch -- Certificate of Completion of
Turbo Prop Engine Course

Rockwell International -- Certificate of Completion

United Airlines -- DC-8 Jet Captain Qualified

PERSONAL INFORMATION:

Born	September 15, 1944
Height	5'11"
Health	Excellent
Weight	150
Military Service	Army: September, 1965 to September, 1967
Salary Requirements	Open to Negotiation

REFERENCES WILL BE FURNISHED UPON REQUEST.

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Professional Experience:

December 1976 to Present

Pacific Aero Inc., San Jose, Calif. (Domonic Imonti)
Assistant Chief Pilot A/C C-400 Series, BE 99, 680FL

August 1976 to October 1976

Air Cardinal International, Century City, Calif. (Fred
Line Pilot A/C DC-8 Sorenson)
Company Terminated

October, 1975 to June 1976

Boise Cascade Corp., Boise, Idaho (Jack Newland)
Corporate Pilot, California Div. A/C 690A, Lear Jet

October, 1974 to October, 1975

Microphor, Inc., Willits, California (John Mayfield)
Corporate Pilot A/C Light Twin

March, 1974 to March, 1976

Trans National Airlines, San Francisco Airport
Reserve Pilot A/C DC-3

March, 1972 to October, 1974

Georgia Pacific Corp., Ukiah, California (Bob Ryan)
Department Supervisor

May, 1967 to December, 1971

Arabesco Airlines, Inc., Oakland Airport, Oakland, Calif.
Director of Operations/Chief Pilot A/C C-45, HA-1 Jet Prop
(Worked part time until discharged from the Army
September 1967)

September, 1965 to September, 1967

United States Army, 6th USA Flt. Det., Presidio of
San Francisco, Calif.
Instrument Pilot Instructor

July, 1966 to April, 1967

Flightways, Inc., Oakland Airport, Oakland, Calif. (Bob Short)
Flight Instructor (Part Time) A/C Light Aircraft

December, 1963 to April, 1965

Elrick Rim Industries, Oakland, California (John Fannon)
Company Pilot/Prototype Machinist A/C Light Aircraft

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PILOT QUALIFICATION

Six years specialized training in aviation and related subjects.

Have been flying for fifteen years total.

Type certificate	Airline Transport Pilot (USA)
Ratings	ASMEL, Instrument CFI, DC-8 Type Rating
Physical	First Class Airman

TOTAL FLIGHT TIME -- OVER 7,400 HOURS

Category	SEL	MEL	TURBINE	INSTRUMENT
Time	1842	5556	1651	714

Over 6,000 hours Command Time

Type Rated and Captain Qualified in all models of the Douglas DC-8.

Pilot Time in the C-141, Convair 880, Lockheed Electra (L-188) and DC-3. Time also in most Popular Corporate Twins and Turbines.

Ground and Flight Simulator Training in the Douglas DC-9.

Worked as Director of Operations and Chief Pilot of a scheduled commuter airline for about five years.

Designated by the FAA as a Check pilot, conducting all the instrument flight checks for the above mentioned airline.

Under special provision of the Commanding Officer, my U.S. Army job was an Instrumental Pilot Instructor, giving proficiency instrument training.

No accidents.

No violations.

Last instrument check by the FAA in the DC-8 -- June 27, 1976.

Current Instrument Proficiency Check -- July, 1977.

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SUPPLEMENT

EXPLANATION OF EXPERIENCES

- C-141 While in the U.S. Army I was assigned in charge of the Instrument Pilot Recurrent Training Program. During that time we cooperated with the Air Force on a special liaison arrangement which included some simulator training in the C-141 and then flew co-pilot on the C-141 for a limited time.
- DC-3 Completed routine FAR 121 ground and flight training for Transnational Airlines. Flew reserve pilot for the airlines.
- L-188 Under FAR 91 I flew First Officer on a leased L-188 for the Peoples Temple Christian Church.
- CV-880 Also under FAR 91 I flew F/O on the CV-880 under contract to a Las Vegas corporation.
- DC-8 In cooperation with UTA and KLM Airlines I was part of a team in Switzerland and down through Central Africa inspecting DC-8 Aircraft. We were physically inspecting the entire aircraft, its systems and records. During that time I flew and worked directly with some of the crews of Air Afrique, Air Zaire, and African Safari Airways.
- At a later date in cooperation with Continental Airlines and Thai International Airlines, I evaluated a DC-8-33 in Bangkok, Thailand.
- As a result of the flight time, exposure and knowledge of the DC-8 and its systems, I acquired the DC-8 type rating on my own at a 121 qualified school, UNITED AIRLINES.

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SUPPLEMENT

The activities in which I was involved during the time period indicated with Arabesco Airlines, Inc. are so diversified that this could only be a very brief description.

As one of the originators of Arabesco Airlines, Inc., and being elected Secretary of the Board of Directors, I played an integral part in setting up the Corporate papers and Corporate By-Laws. Corporate duties continued, of course, up until my resignation. In the early stages of the company, my duties on the operational level included being the Chief Pilot, Maintenance Supervisor, Dispatcher, Office Manager, sales and all public relations.

My final operational position was the Director of Operations and Chief Pilot. As the Director of Operations I was responsible for four stations and fifteen personnel. The Chief Pilot duties included the training, scheduling and supervising of twelve pilots. I also flew the line at least two nights a week in almost all types of weather and weather flying is a constant diet for that type of operation. In addition to the foregoing, I have written two California Public Utilities Commission Tariffs and I have done almost all of the sales work involved in filling more than four air routes.

Hopefully, this brief description conveys some sense of responsibility in Airline Operation Management. Any further information is readily available.

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