

BLACK PILOTS OF AMERICA



BPA ATIS



Hey Gang, I want you to know that I feel like the President of the United States, Barrack Obama, "NO SUPPORT". Looking back over the past few months, I have noticed a decline in participation and support of BPA activities and functions.

Take Operation Skyhook for example. This years attendance was very,very low. This resulted in an overall loss in receipts (funds). This was the first time, that I can remember, since Skyhook started, that we experienced a loss. I started attending Operation Skyhook (Memorial-Day Fly-Ins) in 1974 and haven't missed one yet. Naturally I made all of the ones held in Tuskegee, but I also have not missed one since Skyhook was moved to Pine Bluff in 1997.

The general membership meeting that was just held in Connecticut was also a disappointment. There were not enough members present to constitute a quorum for an official meeting. Not only did you let me down, Al and his newly formed Chapter members were very disappointed also.

Fortunately, there were enough chapters represented to constitute a quorum for a Board Meeting. A board meeting was initiated and a new chairman of the board was selected. Harold Moss will begin his duties at the January board meeting. My only comment on this is that if you want to be heard you need to be present or represented. I know times are hard, but we are still able to do the things we want to do. Less not forget the Aims and Purposes of this great flying organization and the camaraderie we enjoy. Lets be careful not to repeat the PAST.

Looking forward to seeing you all in Tuskegee at the January board meeting (January 13 - 15, 2012).

Welcome to the new Electronic BPA ATIS. At a board meeting convened in Hartford during the membership meeting, Les presented an interim treasurer's report. This report showed that the printing cost of the ATIS was more than what we can afford. A motion was made and a vote was taken to again electronically distribute the ATIS. For members who do not have electronic media capability, a printed copy will be provided, but only upon request.

As usual, articles are needed for the ATIS. Please submit articles about your chapter activities so the other chapters will know what you are doing. Articles should be submitted to:

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Feedback on this issue would be appreciated. If you have any comment or suggestions for improvements, please call me or drop me an email.

Juan C. Haygood

Danielle Morrison Solos



Calvin Morrison, Danielle Morrison, Tom Goods

Danielle Morrison, a 2009 Summer Flight Academy graduate and a member of the Gilbert A. Cargill Chapter, soloed on August 10, 2011 at the Coleman A. Young International Airport (KDET). Danielle is the granddaughter of long time members Calvin A. Morrison Jr. and wife Christine. Danielle currently attends Vanderbilt University in Nashville, Tennessee and is pursuing a double major in Bio-medical Engineering and Spanish with a minor in music. She aspires to become a plastic surgeon. Proud parents, Bill Hazel and Wanda Morrison-Hazel have always supported and encouraged Danielle to fly high! Danielle is grateful for the opportunities and thanks her support group including "Uncle Juan Haygood", who has been right by her side since SFA. Between taking summer classes at Wayne State University in Detroit, Danielle trained and soloed in her grandfather's Cessna 172. Even though her instructor Tom Goods was not physically present during the flight, his words of wisdom and encouragement were. Danielle could hear Tom's voice reminding her, "keep that ball in the center!"

Skyhook 2011 Winners

Overall Team

1st	Bronze Eagles
2nd	Atlanta Raptors
3rd	Louis Lynch

Top Gun

Marvin Smith	Bronze Eagles
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Formation Team

1st	Bronze Eagles
2nd	Louis Lynch
3rd	ATL Raptors

Flour Bomb Drop

1st	Marvin Smith	Bronze Eagles
2nd	Hubert Looney	Louis Lynch
3rd	Darryl Johnson	Bronze Eagles

Balloon Burst

1st	Marvin Smith	Bronze Eagles
2nd	Ken Johnson	AR Thunderbirds
3rd	Thomas Newman	South Florida

Spot Landing

1st	Jim Brown	Bronze Eagles
2nd	Darryl Johnson	Bronze Eagles
3rd	Juan Haygood	Cargill Chapter

Pylon Cat. 2

1st	Mike Youngblood	ATL Raptors
2nd	Zack Woods	AR Collegiate
3rd	Rolfe Bryant	AR Thunderbirds
	Victor Bryant	AR Thunderbirds

Pylons Cat 3

1st	Darryl Smith	Bronze Eagles
2nd	Ed Kimbrough	Bronze Eagles
3rd	Jim Brown	Bronze Eagles
	Charlie Masters	Bronze Eagles

Pylons Cat 4

1st	Durrelle Robinson	Louis Lynch
2nd	Hubert Looney	Louis Lynch
3rd	Marvin Smith	Bronze Eagles

Pylons Cat 5

1st	Anthony Hall	Bronze Eagles
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My Trip and Experience at the BPA "Les Morris" Summer Flight Academy 2011

My grandfather, John W. Hicks Jr., and I left Moton Field in Tuskegee, Alabama at 7:00 a.m. in the morning to fly to Houston, Texas for a two week adventure. We were planning to make two stops along the way. One in Picayune, Mississippi and the other in Beaumont, Texas. I was to fly the first leg from Tuskegee to Picayune, my grandfather the second leg from Picayune to Beaumont, and I was to fly the last leg from Beaumont to Houston. We had a great overall trip from Tuskegee, Alabama to Houston, Texas. We did about 80 knots the entire trip so it was slow and tiring, but we made it eventually. I was so relieved to have made it to Houston and to land at Ellington Field. I was excited, ready to learn, and anxious.

My overall experience at the Summer Flight Academy was great, I made new friends, learned even more about aviation, and got a clearer view of what job I would like to pursue in the future. The Summer Flight Academy is a great program for anyone who loves aviation or who is looking forward to a future in aviation. Between ground school and 10 hours of flight time, they will prepare you to do the impossible. You just have to put your mind to it, work hard, and study.

My grandfather and I departed Ellington Field in Houston, Texas at 7:45 a.m. Our course was set for Baton Rouge, Louisiana then Wetumpka, Alabama. I was set to fly from Houston, Texas to Baton Rouge, Louisiana and my grandfather from Baton Rouge, Louisiana to Wetumpka, Alabama. We had a smooth ride all the way

to Baton Rouge. It was nearing the time to land and that's when my grandfather started getting anxious. I told him I was going to land by myself without his help and he said ok. When it came time for me to land he tried to help by touching the yoke. I told him no thanks, I was fine and that I could do it. I think he was surprised that I was able to land without needing him or asking if I had done it right, but I did and had one of my best landings so far. We rested in Baton Rouge, gassed up, and were ready to go when my grandfather told me the

weather was looking okay but we might hit some storms. This time he was the pilot in command and as soon as we were up not thirty minutes into the air we hit thunderstorms and had to turn around and fly into Macomb, Mississippi. We waited out the storm in Macomb for about an hour. After that we took off and headed for Wetumpka, Alabama. We landed in Wetumpka around 7:00 p.m. tired, weary, and grateful to be home safe.

Alani Hodges

Jesse Soto Age: 16
HOUSTON, TX

School: Ross Shaw Sterling High School Grade: 11

Sponsor: Mr. Anthony Hall
Bronze Eagles of Texas

I came to the BPA Summer Flight Academy to further expand my knowledge in aviation and help pursue my dream of becoming a pilot.

Future Goals: In the future, my goal is to become an airline pilot or a corporate pilot. My alternate dream is to become an astronaut. My experience here at the BPA Summer Flight Academy has been fantastic. I have learned more these two weeks than I have ever hoped for. Both the flight instructors and ground instructors are a whole breed of great people. This program will definitely impact my future in a positive way.



Diajine Woodford Age: 18
HOUSTON, TX

School: Sterling High School Grade: 12

Sponsor: Mr. Anthony Hall
Bronze Eagles of Texas

I came to the BPA Summer Flight Academy to gain confidence in my knowledge of aviation and to build my skills in flying.

Future Goals: My future goals are to be a pilot in the Navy. After my time of service, I will become an airline pilot. Thank you BPA for this wonderful opportunity. You all have broadened my horizon just as I expected.



Elijah Johnson Age: 16
SOUTH PLAINFIELD, NJ

School: South Plainfield High School Grade: 11

Sponsor: Mr. Michael Jackson
Dr. Albert Forsythe Chapter

I came to the BPA Summer Flight Academy to improve my flight skills and to learn in depth about flying.

Future Goals: My future goals are to go to college, join the Air Force ROTC, and become a successful officer in the U.S. Air Force. After flying in the military, I want to become a pilot for a major airline.



Nicholas Arbourgh Jr. Age: 16
BELLE CHASSE, LA

School: Belle Chasse High School Grade: 11

Sponsor: Mr. Floyd Miles
New Orleans Golden Eagles

I came to the BPA Summer Flight Academy to get more experience with flying and learn more about planes.

Future Goals: I want to become a state champion in wrestling for my last two years in high school and later become an All-American or national champion for the Air Force and Naval Academy. In the future, I would like to become a fighter pilot. Thanks to the Black Pilots of America, I was allowed to solo and took my first step towards achieving my goal.



Brittney Dougal Age: 15
HUMBLE, TX

School: Summer Creek High School Grade: 11

Sponsor: Parent

I came to the BPA Flight Academy, because this experience will open many doors to new opportunities that will help with my future career.

Future Goals: After graduation in 2013, I'm hoping to be accepted into the Naval Academy. My goal is to graduate after four years and then to make it through flight school the next three years. I'm not sure which type of aircraft I want to fly, but as long as I get to serve my country and live out my dream of being a pilot, I'll be happy. I'm hoping to complete this goal by the time I turn thirty. After I finish active duty, I will join the reserves and still build up my time in the Navy. After my career takes off, I would love to go back and help any young person fulfill their dreams. I would also love to get kids interested in the aviation field!



Amori Walton Age: 17
HOUSTON, TX

School: Klein Forest High School Grade: 12

Sponsor: Ms. Brenda Harvell

I came to the BPA Summer Flight Academy to get a new perspective on aviation and to learn how to respect the responsibility of being a pilot.

Future Goals: My future goals are to get a scholarship from being in ROTC so I can attend a four year college. I plan on pursuing my life dream of being a commercial airline pilot. I also want to be in school with a business major so I can grow my pockets and still follow the love of flying.



Branden Doub Age: 17
RUND ROCK, TX

School: Stony Point High School Grade: 12

Sponsor: Mr. Kevin Sanders
Bronze Eagles of Texas- Austin

I came to the Summer Flight Academy because I wanted to take the first step in becoming a Naval Pilot.

Future Goals: After high school, I plan on majoring in aviation at Embry Riddle. After my four years in NROTC, I want to become an officer in the Navy and get certified to fly F-18s and travel the world serving my country for a while. Once I get out of the Navy, I want to fly commercial until I retire.



Elijah Wilson Age: 17
ROCKLEDGE, FL

School: Rockledge High School

Sponsor: Mr. Toby Hubbard
Gen. Daniel "Chappie" James Jr. Chapter

I came to the BPA Summer Flight Academy because I wanted to expand my knowledge in aviation and later become a pilot. After high school, I will enroll myself into the navy.

Future Goals: After I leave this camp, I will attend some college courses. Then, I will take the FAA private pilot test to start my career. I will practice my reading skills to enable myself to read 600 words per minute. I plan to graduate high school with honors and at the top of my class and detach myself from Florida and see what living is all about by enjoying what is given and earn my degree. After earning my degree in the field of my choice I will jump to new heights and dive to new opportunities

Alani Hodge Age: 15
VALLEY, AL

School: Beulah High School Grade: 10

Sponsor: Mr. John Hicks
Black Pilots of Tuskegee

Because I have been around airplanes since I was a kid and love to fly, I decided to come to the BPA Summer Flight Academy. I am also here to see what other opportunities I can have for my future.

Future Goals: After I graduate high school, I hope to graduate with an academic or athletic scholarship to Auburn University or Tuskegee University. After that, I plan to go to Michigan State University or Harvard University to get my medical degree. My goal is to become a family practitioner. All of my goals later on in life may change depending on what other careers I plan to pursue. I'm either going to be in the aviation field or medical field, but I would love it if I could combine the two. One goal that I have that will not change is retiring and flying for fun. At which age I plan to retire is based on how my life turns out, how the economy ends out to be, and how well my career path falls into place.



Sierra Lemelle Age: 15
JACKSONVILLE, AR

School: North Pulaski High School Grade: 10

Sponsor: Mr. Leslie Morris

I came to the BPA Summer Flight Academy to expand my knowledge in aviation.

Future Goals: My overall goal is to travel the world. I love flying and just being in the sky. I will probably join the Navy, because they offer great opportunities for people interested in aviation such as traveling all over the world. I am very thankful I had the opportunity to attend the BPA Summer Flight academy, because they helped me discover my passion of flying.



YOUNG EAGLES RALLY 2011

New Pilot Thomas Day Flies His First Young Eagle and Then Five More



Pre-flight walk around with his first Young Eagle

Reflections on the Day...

I had a wonderful time at last weekend's Young Eagles Rally. It was my first fly-in as a private pilot; therefore, this experience was especially memorable. I can remember just last year attending fly-ins with my children as a spectator (no license). During those events I would pray for the day when I could be on the other side of the fence providing flights vs. watching them. I would like to thank every member of 822 for accepting me and allowing me to be part of such a

charitable organization. Extra thanks to Mr. John Hicks for the use of his aircraft and Mr. Lloyd Probst for providing me with the knowledge, skills and abilities to finally be "on the other side of the side of the fence." Thank you and God bless.

Back in the Day...

I received my private on December 28, 2010; however, I began GA flying when I was 16. I've wanted to be an aviator since age six. When I was about 13 I would ride my bicycle from Mobile Hwy to Dannelly Field Airport just to hang on the gate all day long watching F-4 Phantoms takeoff and land. One day Dr. Jack Zorn (Lads to Leaders

founder) saw me hanging around the fence and asked if I wanted to come inside and get a close up of his Cessna 182 (N1444S). Of course I accepted. Later he received permission from my mother and we actually went flying. I initially got in trouble because my mother didn't know her son was riding a bicycle on highway 80 chasing F-4's. The rest is history.

Thomas



TEAM EFFORT

On his second flight with N61130, Thomas experienced less than the normal full engine RPM on take-off (about 2300 rpm) instead of the usual 2500 rpm.

He immediately aborted the take-off, returned to staging area, and contacted me. After several attempts to get the engine to run right, we taxied to ramp area near gas pumps and contacted Brett Curenton. He investigated the situation and found the carb heat cable had come loose.

After about fifteen minutes, Brett had the plane back at the usual take off rpm by re-attaching the Carb-Heat cable, which required removing the upper and lower cowling of the C-150.

Once the situation was corrected, Thomas was able to find the same kid and complete the YE flight. Brett didn't charge anything and when asked for a bill and how much, he stated, "That's a donation to EAA/YE Program."

Thanks to Brett's contribution Thomas was able to fly a whole bunch of kids.

Thanks again to Brett Curenton.

John Hicks
"The Hawk"

NO WAY TO TREAT A TEXAN

As aviators, we often fly into areas that are unfamiliar to us. We also know that sometimes things will happen that will make us want to pull the last little bit of hair we have left on our head.

On a recent trip to the membership meeting held in Hartford, Connecticut, we (Anthony Hall, Archie Amos, and myself) encountered such a situation. Let's start at the beginning. The three of us left Houston in Anthony's Barron 44SP at 8:00 am. with a planned stop in Chattanooga, Tennessee. Anthony pointed the plane to the North East and climbed to 11 thousand feet. Anthony pushed a series of buttons and relaxed as the plane took us to our destination. As expected, the controllers gave us an amendment to our route. It was short and it did not take us far off our planned course. Three and one half hours later we landed in Chattanooga. No stress, no fuss, just a perfect flight.

After an hour on the ground, we took off for the longest leg of the trip. Two hours into this leg, we got the first indication that things were about to change. The controller told us to descend to 9 thousand feet and again to 7 thousand feet. We dropped from smooth air to bouncing all over the place. We knew that an amendment to the route was coming next, we just hoped that we planned well enough to eliminate too many. Wrong, listen to this: " 44SP direct _____ v ___ to ___ intersection ___ V ___ to _____ direct _____, Vor _____ then as filed." You have to remember, we are not familiar with this area. Anthony looked at me and I gave the look of confusion. Anthony asked the controller to repeat the instruction. This time we got a little more of the route, but still missed the last portion of it. At this point we decided to put the first way point into the GPS and ask him for one more try. Now just between us, "This is no way to treat a Texan". Anyway, as he was giving us the instruction for the third time, he added descend and maintain 5 thousand feet. He must have recognized Anthony's southern accent. I could tell the guys from Texas were in for it now. Think about it now, we have to descend, find points on the chart and at the same time get bounced all over the sky.

Another hour has passed and we are on our way to China. If this was not enough, the next controller gives us another amendment. These guys don't know where they want us to go. This amendment adds three more points to our route and additional 45 minutes to the flight. By now we have been in the air for over 4 and one half hours and the old bladder was calling. Thirty minutes later we landed.

Some of you are saying I would have done this or that; well, maybe you would have, but you can only answer that if you were there. I would hate to have this happen in a true IFR situation and be the only pilot running the show. Or not have an autopilot on board. Not good.....

One word of advice, if you are planning to fly in that area, be prepared. We were and still got frustrated. Another thing, don't talk with a southern accent, man will you be in for it. I just think "that's no way to treat a Texan".

Bye Yall

Fred

Pilot Proficiency

Declaring an emergency does not mean you will be in any kind of trouble with the FAA. The ATC's have a very high rate of successfully assisting pilots who are caught in an unexpected dilemma. The ATC's actually get awards each year for the most achievements in helping pilots out in these scenarios.

One such incident was a pilot flying a King Air with his family who declared an emergency and requested assistance. The ATC was able to get everyone down safely. About 1/3 of such incidents occur in flights that start out in VFR conditions but turned into IMC, involving pilots with instrument ratings whose skills were weak.

After even seven weeks without recurrency, a pilot's instrument skills lose their sharpness. Keep in mind, however, that recurrency is not a substitute for proficiency. Just because you are legal does not guarantee that you are safe. Just for the record, however, a VFR pilot will only last an average 178 seconds in IMC whereas an IFR pilot (even without recurrency) can last up to 400 seconds in the same predicament. Even though these claims are not as common as other types of claims, they are very, very serious when they do happen.

Remember that "stuff" happens. Understand your systems and keep flying the aircraft. Just because your door opens (other than Grumman's) is no reason to stop flying the plane - not to mention losing your prop - just keep flying! Remember that one? The subconscious mind works ten times faster than your rational mind. Be in touch with your plane. You may have hunches that clue you in that something is wrong. Trust those instincts and your instruments. Make your flying hours ones that allow you to practice the skills you have learned. Many hours of flying on auto pilot all the time will not help much in keeping your skills sharp. If weather or other reasons keep you from flying in the plane itself, "armchair" flying is very beneficial. Simulator time can be very helpful in keeping you proficient. It also allows you to push yourself into situations that you could not do in the aircraft itself and thereby making your skills even better. Many BFR's do not include these drastic emergency scenarios which you can go through with the simulator. Memorize the critical steps you take and practice them over and over so that if you are ever in such a situation, it will happen automatically for you.

Do not forget that sufficient sleep is also a requirement for good flying practices. Eight hours of lost sleep is equivalent to three drinks. You wouldn't drink before going up to fly so don't go without sleep either. One of the most common causes of accidents which were attributed to pilot error was fatigue which accounted for 76% of these incidents. For this reason especially, it is highly recommended that night flights should be IFR. Many countries already do not allow VFR flights at night. If you are not instrument rated and will be flying at night, it would be a good idea to ask for flight following....while you start working on that instrument ticket!

Aircraft and Marine Assurance Agency

Black Pilots of America, Inc.
Founded 1997

The Black Pilots of America is a non-profit membership organization committed to introducing underrepresented youth to the field of aviation.

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