



The Black Pilots of America's New Website

After several months of work and many hours we now have BPA's new website is operational.

The goal of the new website was to allow us to communicate better and to put a better face of our organization to the public. We think that has been accomplished.

Most of the pages are open to the public, you must be an active member to access the members features.

Some of the site features are:

- A place to read the latest information on what's happening with the Organization.
- An online Store, you are now able to order all the BPA signature items (Shirts, pen, etc) and be able to pay for them right then with PayPal the online credit card processing software. Look for more Signature items coming soon.
- There is a place for the chapters to advertise there local events and activities keeping the organization as a whole apprised of what chapters are doing.
- A Members Forum, which will allow members to discuss with other members anything on your mind. Note: Chapter bragging items, challenges, and wolf tickets will have to be backed up.
- A Joining page, the place a new member to join our organization online.
- A Chapter Officials page, for general information on all the chapters and how to get in touch with their officers.
- A Summer Flight Academy Section
- The ability to register for different BPA events (in development)
- The ability to pay dues on-line (in development)



Please visit our new page and see for yourself our new face. We even have a new address www.bpapilots.org

More improvements and features are still in the works so mark this as a favorite, check back often, and see this project evolve. We are also soliciting your comments and suggestions for our website.

You can contact us at webmaster@bpapilots.org



Black Pilots of America, Inc.

Founded 1997

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

Chairman John W. Hicks, Jr
(334) 727-5850

President Fred Lewis
(713) 733-8246
FLewis@flash.net

Vice Pres. Theresa White
(305) 373-6612
MSTEE6151@AOL.COM

Operation Off. Ken Johnson
(870) 879-6612
keuj5761@cablelynx.com

Secretary Delores Simon
(305) 621-5293
SimonSaysdas@aol.com

Treasurer Palmer Sullins
(504) 242-2512
PalmerSullins@cs.com

Membership Bob Griffin
(305) 829-2106
RobertG301@aol.com

Web Master Les Morris
(520) 625-4745
Bronzeagle@cox.net

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Black Pilots of America
P.O. Box 7463
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BPA Members Mourn the Lost of Columbia

As America mourns the loss of the crew of the space shuttle Columbia, grief is especially keen among members of two local aviation groups to which astronaut Michael Anderson belonged.

"All of us feel a great loss because he was a part of us," said Jim Brown, president of the Houston Chapter of Bronze Eagles Flying Club of Texas, which counts among its membership four pilots from the Clear Lake area. "He attended our meetings and he supported all our efforts."

Brown said Anderson had agreed to wear a Bronze Eagles T-shirt and cap aboard the shuttle.

Anderson, 43, who served as payload commander, and six other astronauts were killed when the shuttle disintegrated Saturday on its return to Earth.

Anderson was a member of both the Bronze Eagles Flying Club, which has 45 active members, and an associated organization, the Black Pilots of America.

In a Feb. 2 letter to his "aviation friends," Bronze Eagles representative Danny Perkins shared his organization's sorrow over the catastrophe.



Michael Anderson

"The events of yesterday's tragedy involving the loss of the space shuttle Columbia have a profound impact on the entire Bronze Eagles Family and many of our friends who work and live in and around the (Johnson Space Center)/ Clear Lake Area," Perkins stated in the letter.

Since its inception in 1971, the Bronze Eagles Flying Club has sought to expose youngsters to aviation by taking them on flights, Brown said.

"We also sponsor an aviation academy for folks who are interesting in going further in aviation," he said.

Both Perkins and Brown are affiliated with the Bronze Eagles and Black Pilots groups.

The Bronze Eagles were honored to count Anderson as a part of the organization, Brown said. The group plans to present Anderson's family with a plaque in his memory, he said.

"He seemed to be proud to be with us, and we were very proud to have him with us," he said.



January 2003 Board Meeting

The January 2003 Board of Directors Meeting took place in Las Vegas this year over the Dr. Martin Luther King holiday weekend. The headquarters hotel was the Imperial Palace.

Although the actual meeting was scheduled for Saturday morning, members started arriving Wednesday night. There was a lot to do in Las Vegas (withdrawals rather than deposits were the rule). By Thursday night most of the members were gathering in the Black Pilots of America Hospitality Suite renewing old and making new acquaintances. By Friday night most of the members had checked in and were ready to play Las Vegas for all its worth!

Since there were no pre-organized activities planned for the weekend, we found ourselves joining up with our brother chapters and having dinner at several of Las Vegas's better restaurants. The un-official meeting place for all the activities was the hospitality suite. Our host the venerable Horace Noble had used his connections and contacts to wrangle it from the Imperial Palace.

A visit to the Hospitality Suite caught you up on all the latest local news before it could be disseminated at the Board Meeting Saturday morning. As usual, there was much trash talking about who or which chapter was going to come out ahead at the various competitions this year at Pine Bluff. Ron of the California Redtails and Marvin of the Bronze Eagles made a bet about which chapter would come out ahead but the amount of the bet was still being negotiated when they left. It was up to \$1.00 when they left but the real stakes were in the bragging rights.

Saturday brother chapters met at Ruth Chris's Steak House while others took in the fine cuisine at the Imperial Palace.

Saturday's meeting started at (can you believe) 0800hrs. Fred Lewis, President made a change in the schedule late Friday night saying we needed to get an early start because we had a lot to cover. For most of the members that were still on Eastern Daylight time, this was no big thing, but for the West coast members this was torturous at a place that has no clocks. Most of the members wandered into the meeting by 0900hrs looking a bit frazzled.

The meeting was interesting, with presentations by Armentha Russell, Les Morris and Julius Alexander about their very successful programs in their geographical areas. These presentations gave the other chapters a real insight on how they could do some of the same. Ms. Russell volunteered to help any chapter to organize similar programs. In addition, she will report on some of the new and very positive programs she will be heading up for the Black Pilots of America in Pine Bluff.

Ron Lisberg, President of the California Redtails gave his briefing on the Summer General Meeting. The meeting will be hosted by the California Redtails at the Airtel Hotel in the Van Nuys area of Los Angeles.

There was a thorough discussion about the need for better insurance, and the financial responsibilities of each chapter concerning the obligation of replacing the Cessna 152 that was destroyed at the Summer Flight Academy.

Ron Lisberg also briefed the Board on the proposed Relay around the country, honoring as many black aviation pioneers as possible, to take advantage of the country's increased awareness of aviation in its one hundredth anniversary.

Les Morris briefed the members on the new website and its new features.

After the meeting it was again time to explore the virtues of Las Vegas and return to the social side of our national get together.

We look forward to May at Pine Bluff and then Los Angeles the third weekend in August 2003 to meet again

Summary of the Chapter's Annual Reports

JANET W. BRAGG CHAPTER

2002 Review

- ◆ Bragg Chapter were the host of 2002 Board Meeting in Tucson (Jan)
- ◆ August sponsored 3 students to attend BPA Membership Meeting (July)
- ◆ Started Young Golden Wing Program
- ◆ Monthly evaluation of student for SFA candidates

2003 Outlook

- ◆ Ongoing Flight program to solo one student on his birthday
- ◆ Continue to improve Young Golden Eagles Program



ARKANSAS THUNDERBIRDS

2002 Review

- ◆ Host for Skyhook 2002 (May)
- ◆ Provided Orientation Flights for 60 local college transportation students (July)
- ◆ Flew to Helena, AR and provided a program for 80 disadvantage students concerning the history of black in aviation (Nov)
- ◆ Attended 2002 Board of Directors meeting in Tucson (Jan)

2003 Outlook

- ◆ Host Operation Skyhook 2003
- ◆ Sponsor one student to SFA in Houston
- ◆ Participate as an instructor pilot for the SFA
- ◆ Establish regular chapter meetings
- ◆ Develop an aviation interest group for local students



JOHN W. GREENE CHAPTER

2002 Review

- ◆ Hosted 1st Annual Black History Program
- ◆ Attended Board Meeting in Tucson (Jan)
- ◆ Attended Summer Membership meeting in Tuskegee (Aug)
- ◆ Flew two (2) airplanes to Operation Skyhook in Pine Bluff (May)
- ◆ Held a recognition dinner at 94th Aero Squadron for Dr. Geraldo King
- ◆ Dinner held in Millville, NJ to honor Tuskegee Airmen
- ◆ Sponsored a candidate for SFA (July)
- ◆ Developed, printed, and distributed "Join BPA Booklet"

2003 Outlook

- ◆ Created and implement a local and nation public relations initiative
- ◆ Host 2nd Annual Black History Program
- ◆ Attend Operation Skyhook in Pine Bluff, AR
- ◆ Host 2nd Friend and Family Day

NEW ORLEANS GOLDEN EAGLES

The New Orleans Golden Eagles has one BPA current member. The chapter met recently and decided to mark an attempt to reactivate and recruit new members. Last year, there were six active members. In 2003, it is hoped that the scheduled meetings will result in a resumption of group flying and community mentoring. New Orleans will host the 2004 Board of Directors meeting in January 2004 (more details to come)

BRONZE EAGLES OF TEXAS

2002 Review

- ◆ Rice School presentation to youth for Black History Month
- ◆ Conducted a statewide membership drive
- ◆ Participated in the Sterling HS Aero-Science Career Day Program
- ◆ Attended all national BPA meetings
- ◆ Conducted the annual Jesse D. Hayes Fly-In in Houston, TX
- ◆ Provided support and sponsorship for the Airways Science Program at Texas Southern Univ.
- ◆ Attended and successfully competed in the 2002 Operation Skyhook (May)

2003 Outlook

- ◆ During Black History Month provided youth presentations
- ◆ Sponsor the SFA in Houston
- ◆ Continue statewide membership drive
- ◆ Attend all national BPA meetings
- ◆ Continue assistance to non-pilot to obtain pilot license

ST. LOUIS CHAPTER

2002 Review

- ◆ Attended BPA Operation Skyhook (May)
- ◆ Annual Picnic at Parks Airport in St. Louis (June)
- ◆ Conducted Young Eagles Flight to Shelbyville, TN (July)
- ◆ St. Louis County Fair and Airshow (Aug)
- ◆ Speeches given at several public schools (Sept-Dec)
- ◆ Attended Annual Membership Meeting in Tuskegee (Aug)

2003 Outlook

- ◆ EAA Young Eagle flights (April)
- ◆ Attend Operation Skyhook (May)
- ◆ Annual Chapter Picnic in Black Jack, MO (June)
- ◆ Annual Fly-In (Sept.)
- ◆ Continue to speak at local public school program

TUSKEGEE CHAPTER

2002 Review

- ◆ Attended/Participated in Board of Directors meeting in Tucson (Jan.)
- ◆ Attended and participated in Operation Skyhook (May)
- ◆ Supported Young Eagles Fly-In in Shelbyville, TN (July)
- ◆ Sponsored student for SFA (July)
- ◆ Hosted the BPA Membership Meeting (Aug.)
- ◆ Supported/Participated in Chapter #822 EAA Young Eagles Program and provided 28 young eagle rides in Chairman John Hick's Mooney.
- ◆ Establish chapter E-mail address

2003 Outlook

- ◆ Plan to participate in all BPA national events

ROSCOE DRAPER CHAPTER

2002 Review

- ◆ Flight to Delaware State University (April)
- ◆ Participated in Operation Skyhook (May)
- ◆ Flight to AOPA Open House event (June)
- ◆ ERAU Summer Exploration Camp, Dayton Beech, FL (June)
- ◆ Participated in the BPA SFA (July)
- ◆ Participated with the JWG chapter Flyin in Millville, NJ (Oct.)
- ◆ Holiday Party (Dec.)

2003 Outlook

- ◆ Participated in BPA Board of Director's meeting in Las Vegas
- ◆ Bus trip to the National Air & Space Museum (Feb)
- ◆ 3rd Annual Scholarship Gold Tournament (May)
- ◆ Participate in Operation Skyhook (May)
- ◆ Participate in SFA (July)
- ◆ Chapter Picnic (Sept.)

GILBERT A. CARGILL CHAPTER

2002 Review

- ◆ National Board Meeting that was held at Tucson, Arizona.
- ◆ Chapter flew to Jackson, Michigan and Mt Pleasant, Michigan (Mar./Apr)
- ◆ Chapter provided flying rides during the B.O. Davis Vocational High School Open House. (May)
- ◆ Attended Operation Skyhook (May)
- ◆ Chapter sponsored the first of our two annual Kids Day Cookout and Flyout at Detroit City Airport (June)
- ◆ Chapter members provided flying rides for Ace Academy that is held through Wayne State University. (June)
- ◆ Chapter sent both a student and an instructor to Miami, Florida for the BPA Summer Flight Academy. (July)
- ◆ We had lunch with Gil Cargill (Aug).
- ◆ Christmas Luncheon (Dec)

2003 Outlook

2003 calendar is not completed. It will be forwarded as soon as it is available.

SOUTH FLORIDA CHAPTER

2002 Review

- ◆ Hosted the National SFA (July)
- ◆ Annual Chapter Christmas Party (Dec)
- ◆ Created a partnership with Dir. Of Aviation at Florida Memorial College
- ◆ Produced a small pamphlet for solicitation of funds to sponsor students for the SFA.

2003 Outlook

- ◆ Attend all BPA meetings
- ◆ Continue with solicitation of funds program
- ◆ Have more chapter social activities.

2003 Summer Flight Academy

The BPA Summer Flight Academy will be held at Texas Southern University, Houston, TX.. The Students should arrive at the BPA Summer Flight Academy on Saturday, July 12, 2003 and will depart the Academy on Saturday, July 26, 2003.

Those Students arriving via commercial airline should fly to Houston International Airport, or Hobby Airport, Houston, TX and they will be met by the BPA staff. Further arrival information will be included in the registration information.

It is a FAA requirement that a student must be a minimum of sixteen years of age in order to solo. Therefore students wishing to solo should be sixteen or older by July 20, 2003. Students will only solo when their instructor certifies they meet solo qualifications.

The fee for the 2003 BPA Summer Flight Academy is \$1700 for BPA Members and organizational members of IBAC and \$1770 for a non BPA member. The application and a \$500 deposit must be postmarked by June 1. The balance must be paid by June 30.

The application is the key to the efficient operation of the BPA Summer Flight Academy. Therefore, it is absolutely essential to have all applications postmarked no later than June 1. There will be an additional \$100 charge if the application is postmarked after June 1.

Make check payable to Black Pilots of America Summer Flight Academy and mail application with \$500.00 deposit to:

BPA Summer Flight Academy
P.O. Box 1295
Green Valley, AZ 85622

A full refund of the \$500.00 will be made if the request, in writing, is received at the above address at least 30 days prior to the scheduled starting date of the BPA Summer Flight Academy. No refund of fees will be made to any student, sponsor or parent, if the student is dismissed from the Academy because of improper conduct and/or attitude.

The fee **INCLUDES**:

1. 10 hours of flight time
2. Flight computer, log book and plotter
3. Ground school textbooks and supplies
4. Room & Board
5. Planned Tours (weather permitting)

The fee **DOES NOT INCLUDE**:

1. Travel to and from the Academy
2. Required personal items
3. Laundry
4. Spending money
5. Excessive breakage in dining hall and dormitory and/or depredation to Academy equipment.
6. 3rd Class Medical/Student Pilot Certificate.

NOW IS THE TIME TO IDENTIFY YOUR CANDIDATE TO ATTEND THE SUMMER FLIGHT ACADEMY. DO NOT WAIT UNTIL JUNE 1.

The SFA Application is on page 12 of this issue. Additional applications and brochures can be obtained from our web site, <http://www.BPAPilots.org>, or contact our Operations Officer, Ken Johnson, keuj5761@cablelynx.com, (870-879-6612).



QUE

PASA



The Roscoe Draper chapter has another CFII in its ranks. Last night Diron Binns (on right) passed his CFII checkride. Two years ago he was just getting his private pilot license. He is now a Certified Instrument Flight Instructor.



"The Hawk" John Hicks, Tuskegee Chapter, BPA, giving young eagles rides at the annual EAA fly in of Chapter # 822, in Wetumpka, Al. (08A). The fly in was held on Saturday, September 21, 2002. The Hawk personally made 13 sorties, giving rides to 25 young eagles and 6 adults.



A member of the Roscoe Draper Chapter, 17 years old, Jermaine Mais, (on left) passed his Private Pilot check ride on Sunday Jan 12th. Just as he said he would at the meeting on Saturday.. Great job Jermaine!!!



Roscoe Drapter Chapter's Victor Castro conducting a carrier day seminar with the Boy Scouts



The Roscoe Draper Chapter (left)

From Left to Right

- Standing:** Peter Hope, Diron Binns, Bill Pinckney, Darien Felder, George Long, Bob Farris, Bernard Peoples
Seated: Kevin Waterford, Vince Mallory, Roscoe Draper, Reggie Thompson

IT NEVER RAINS IN CALIFORNIA ... IT POURS!

A Ron Lisberg and Tumbleweed Saga

Sunday, I was to meet the Norse, Jackie, and Darryl for a \$100 hamburger at Montgomery Field and it became a day from hell. I was looking forward to going to Montgomery Field for one, because I had never been there, and two Darryl claimed the Mexican food there was the greatest. I am not a fan of Mexican food, but I was looking for an enjoyable flight.

I got to the hangar a little late, I had planned to launch at 11:00 but I couldn't find my San Diego Class "B" chart, which would burn me later in the day.

I pulled the Tumbleweed out of the hangar and started the engine, called Ground Control, got a taxi and the usual "Four Stacks" departure clearance and started to taxi. The first omen that the day was not going right is when I got into an argument with Ground Control over which taxiway to take from my hangar to the run-up area. I have been taking the same route for over a year and over the last week airport management decided to change the taxi lines on the airport, probably because of the new runway incursion awareness the FAA is trying to push these days. Hell, we only have one runway at Whiteman.



Therefore, I started taxiing out from in front of my hanger the way I have since I have been there, and nearly ran into another airplane going the opposite direction. One of us was going to have to stop, shutdown, and push back or we would be playing dueling propellers. After informing Ground Control of the situation, Ground Control sided with the Piper! They then told me to shut down and yield to the Piper, which in effect would have me shut down, get out, and push my airplane back to my hanger so the other airplane could continue to taxi! Well, that didn't sit right with me, they knew I was taxiing and they knew the Piper was coming. They could have prevented this and I told them about it.



Ron Lisberg

In the meantime, the guy in the Piper was making it worst by complaining that his engine was heating up (like mine wasn't either). Ground Control did sent over the airport manager in his truck, who in turn offered to help me push my airplane back and into my hanger while the clown in the Piper was ragging on the frequency about how his engine was heating up.

I shut down the engine, got out, opened my hanger door and with the help of the airport manager pushed Tumbleweed partially in the hanger so that the big mouth in the Piper could get by. The airport manager then politely told me that the tower had asked him to tell me to call the tower by phone when I got back. I promised to call them when I got back from San Diego.

This time I taxied using the new lines, and the guys in the tower had a new attitude toward me, my altercation with them about taxi right of way had hardened them.

I taxied to the run-up area, cleared Tumbleweed's throat, called the tower and was cleared for takeoff.

When I took off and got over the "Four Stacks" as I had been cleared to, I called Burbank tower. They didn't answer me right away, so I switched radios and gave them a call on my other radio and still no answer. By this time, I realized I was well into their airspace and they were now trying to call me. I answered them and they promptly accused me of being in their airspace without a clearance or permission. I told them I had a clearance and a squawk code but they said it had "time" expired (all because of the clown in the Piper). They asked me to call them when I got to my destination, and vectored me toward LAX's Special Flight Rules area. They then transferred me to SoCal approach for the part of the flight that takes me directly over the tight corridor directly over LAX.

All this time I was getting later and later for my lunch appointment with the guys. I decided to pour the coal to Tumbleweed and she responded like a thoroughbred. I needed to make up the time I had lost taxiing, and while concentrating on the speed I think I must have clipped the Northeast end of the special flight rules area, or so SoCal approach says. They accused me of exceeding the speed limit in the corridor of 140kts and intruding into their Class "B" area. This gave a new meaning to Flight Following! Was this some kind of conspiracy? They gave me a phone number to call them when I landed. Why were they watching me so closely?

Summary Interview with Janet Harmon Bragg

by Joan Rogers

Mrs. Bragg was interviewed by Joan Rogers, an intern in the African American History Internship Project. The theme for this year's project was "African Americans in Aviation in Arizona." Joan also wrote this summary.

Mrs. Bragg was interviewed at her home on May 15, 1989. A cassette tape of the entire interview is housed at the Arizona Historical Society. Mrs. Bragg was born in Griffin, Georgia in 1912. She grew up with her mother, father, and siblings; she is the youngest of seven children which include four brothers who caused her to be a "regular tomboy." Already she was preparing herself for the challenge of a male dominated field, aviation, where she would often be the only female in a class. She said of her family, "We were a very happy family. We were not a rich family, only rich in love, which... meant everything."

After graduating from high school in Fort Valley, Georgia, in 1927 she enrolled in the all girls and all Black school, Spellman College in Atlanta, Georgia. She earned her degree in nursing (R.N.) from MacBicar Hospital which was on Spellman's campus. She recalled that MacBicar was a "very outstanding school" and that she "enjoyed every moment of it." Six months later she moved to Rockford, Illinois and a short time later on to Chicago where she began a career in nursing. She also did post graduate work at several institutions in Illinois. Here she realized the value of the training she received at MacBicar. She said she "wouldn't have gotten it anywhere else in the ... world."

Though Mrs. Bragg started out in the field of nursing, and made her living from it, her interest in flying started when she was a little girl. She put it this way, "As a child I always wanted to fly ... I used to watch the birds—how they would take off and land ... It was interesting to see how they would drop their tails down when they would run to take off." She was to realize later in flying school that she had learned quite a bit by watching birds. It was really the picture of a bird that caused her to enroll in a flying program. One day in 1933 in Chicago as she was coming out of a house she saw on a billboard across the street a drawing of a bird building a nest with chicks in the nest. A caption read: "Birds learn to fly. Why can't you?" She said to herself, "They do have to learn to [laughter] ... fly." That incident "cinched it" according to Mrs. Bragg.

The owners of a Black insurance company in Chicago where she worked during the depression (1933) encouraged her to pursue her educational and other goals. After the billboard bird incident she enrolled at the Aeronautical School of Engineering

to begin her ground work. Black and White students were segregated. She was the first Black female student to enter the class. Here among men she learned how to take care of planes and to be "a liberated woman." She was able to take a few lessons at a private airport where she learned to fly, but at about \$15 per hour in 1933 dollars, that proved to be too expensive. So for \$600 Mrs. Bragg bought her own plane and shared it with fellow flying Black enthusiasts.



With the purchase of the plane Mrs. Bragg and a few other Black pioneer aviators started their own airport in an all Black town, Robbins, Illinois (about 20 miles southwest of Chicago).

This group also formed the Challenger Aero Club. This nucleus of people went on to establish the Coffey School of Aviation in 1939. This school and five other Black colleges participated in the Civilian Pilot Training Program (CPTP) that later fed students into the Army Air Corps training program at Tuskegee, Alabama. In short, Mrs. Bragg was at the heart of Black aviation in Chicago from its inception.

In describing the difficulties and racial prejudice that she and all Blacks aspiring to pursue a career in aviation in the first half of the twentieth century encountered, Mrs. Bragg cited a number of experiences and anecdotes.

She also used a bumblebee analogy:

According to recognized [aerodynamic] principles the bumblebee cannot [should not be able to] fly because of the shape and weight of his body in relation to total wing area. But, the bumblebee doesn't know this. So he goes ahead and flies anyway. And they said Blacks were not mentally qualified to learn to fly. This is the insult that we have taken,

we took and [are] still taking. They could not say that our bodies were

too heavy or out of shape with our arms. We had the shapes and bodies of any other human being ... and some b e a u t i f u l bodies.

Apparently African Americans did not know that they were not "mentally qualified" to fly airplanes because many of them flew anyway.

See Janet page 15



In 2000 Janet was enshrined into the Arizona Aviation Hall of Fame

When the FAA Comes After Your License

An Outline of FAA Enforcement Procedures

This article is the first part of a four part series. The subject of FAA enforcement is a subject that most pilots do not want to discuss. If you know what to expect at a time when you are under stress, it puts you steps ahead of those who are not prepared. With the atmosphere toward the flying community in the United States these days, you must be prepared in legalities as well as you are in handling an emergency in your aircraft.

Pilots frequently ask for an overview of FAA enforcement procedures, not only because they want to better understand the context of a particular case, but also because they want to generally know more about FAA enforcement.

The big picture is that there are five types of sections which the FAA typically uses against general aviation pilots to enforce the Federal Aviation Act and the Federal Aviation Regulations. They are: (1) administration action, (2) certificate action, (3) reexamination, (4) civil penalty, and (5) criminal action.

Administrative Action

The FAA uses administrative actions to dispose of violations which are to warrant legal enforcement action. The FAA considers a violation minor if it was not deliberate, not significantly unsafe, and did not evidence a lack of competency or qualification.

An administrative action takes the form of either a Warning Notice or a Letter of Correction. The Warning Notice is a letter addressed to the alleged violator which recites the facts and circumstances of an incident which the FAA says is a violation of the FARs. The letter states that the matter has been corrected and/or it does not warrant legal enforcement action. It goes on to request future compliance with the regulations.

The Letter of Correction is the same as the Warning Notice except that it recites that there is an agreement with the pilot that corrective action acceptable to the FAA has been taken or will be taken. A good example of the use of a Letter of Correction is in connection with the new remedial training program that is discussed on page 6. After a pilot successfully completes the agreed remedial training, the case is closed with a Letter of Correction.

The most negative aspect of an administrative action is that it constitutes an official record against the airman. The record is supposed to be erased two years after the action is taken.

A frequently asked question is whether an airman can fight an administrative action. Even though an administrative charges an airman with violation of the regulations, the FAA takes the position that there is no right of appeal. This is a position that is being challenged before the National Transportation Safety Board (NTSB). Even if this issue is resolved favorably, it is frequently too expensive and troublesome to contest an administrative action. If that's the case, and the airman does not believe he violated any regulation, we recommend that the airman write an explanatory letter to the FAA, denying the violation and asking that the letter be included with any record of the administrative action.

Reexamination

Strictly speaking, an FAA request to reexamine an airman is not an enforcement action, but practically it serves the same purpose.

The Federal Aviation Act authorizes the FAA to reexamine an airman

At any time if the FAA has reasonable grounds to request such a reexamination. Reasonable grounds are any circumstances that indicate that an airman may not be qualified to hold his or her certificate. The two most frequent circumstances leading to a request for reexamination are accidents and FAR violations.

The procedure is fairly simple. An FAA inspector will notify the pilot by certified mail that a reexamination is necessary, giving the basis for the reexamination and usually pointing out the rating or the procedures or the maneuvers upon which the pilot call to arrange a convenient time and place for the reexamination. If the pilot fails or refuses to take the reexamination, an FAA lawyer will issue an order suspending the pilot's certificate until he passes the reexamination. If the pilot takes and passes the

FAA Continued from page 11

reexamination, that normally is the end of the matter. If he fails (usually after several opportunities), the FAA will take steps to revoke the certificate or rating. As we explain below, in the case of suspension or revocation, the pilot has a right to appeal to the NTSB.

The FAA generally has been fair in requesting and administering reexaminations. Pilots usually prepare for these reexaminations with ground and flight instruction. Very few fail. Those who pass often comment that the reexamination turned out to be good, free; dual instruction and that they came away as better pilots.

Certificate Action

The certificate action is the most commonly used enforcement tool against the general aviation pilot. The FAA usually seeks to suspend or revoke a pilot's certificate for operational violations of the flight rules or whenever a violation indicates a lack of technical proficiency or qualification which is too serious to remedy through reexamination or in an administrative action.

The Federal Aviation Act gives pilots very important procedural rights. It requires the FAA to advise the pilot of the charges or other reasons for the certificate action before taking the action and, except in an emergency, provide the pilot with an opportunity to answer or explain why the action should not be taken. The notice comes in a Notice of Proposed Certificate Action, and it gives the pilot the option of an informal conference with the FAA attorney handling the case, among other options. Most cases settle at the informal conference.



If the case is not settled or dropped, an Order of Suspension or an Order of Revocation is issued. The pilot then has the right to appeal to the NTSB. The pilot's certificate remains effective until NTSB finally disposes of the appeal. That is, unless the FAA determines that an emergency exists and that safety requires the immediate effectiveness of the certificate action, in which case the FAA issues an Emergency Order of Revocation or of Suspension.

Appeals are legal proceedings. The FAA will be represented by a lawyer. If a pilot can afford it, the pilot should have legal representation as well.

Once an Order is appealed, the case is assigned to an NTSB administrative law judge for a trial-type hearing at which the FAA bears the burden of proving the charges of the Order, and the pilot may offer evidence in defense. If either the FAA or the pilot is dissatisfied with the judge's decision, a further appeal may be taken to the full five-member board. If the pilot (but not the FAA) is dissatisfied with the safety board's decision, the pilot may obtain judicial review in a federal appeals court.

Civil Penalty

A civil penalty is essentially a fine. The FAA has the authority to administratively assess civil penalties of less than \$50,000 for aviation violations. The procedures related to larger civil penalties are different and are not discussed here.

The FAA prefers to use certificate action against pilots charged with violating the flight rules. But the FAA will routinely bring a civil penalty action against a pilot to avoid the NTSB's stale complaint rule. NTSB's rule requires that the FAA notify the pilot of a proposed suspension or revocation within six months of the date of the incident, unless the FAA alleges that the pilot is unqualified to hold the certificate. The comparable FAA rule for civil penalties gives the FAA two years.

The Federal Aviation Act requires that a civil penalty may be assessed only after notice and an opportunity for a hearing on the record. The procedures were established by the FAA prosecutors and are not as fair and impartial as the procedures established by NTSB. The FAA is, in essence, the judge, jury, and prosecutor.

A civil penalty action starts with a Notice of Proposed Civil Penalty, which may be for as much as \$ 1,000 for each violation cited. As with a certificate action, the pilot has the opportunity to discuss the alleged violations and proposed penalty with an FAA case without a finding of a violation.

If the matter is not resolved at the informal conference, the FAA issues a Final Notice of Proposed Civil Penalty. This final notice may be appealed by the pilot by filing a written request with the FAA hearing docket clerk. The hearing is held by an administrative law judge of the Department of Transportation (the same department in which the FAA exists) under procedures established by the FAA. The pilot and the FAA may appeal the law judge's initial decision to the FAA administrator, who is

officially designated as the “decision maker.” The FAA Chief Counsel’s office, which also prosecutes these cases, writes the decisions for the administrator.

A pilot may seek judicial review of the FAA decision maker’s decision in a federal appeals court.

Criminal Action

Criminal actions play a small, but increasing, part of FAA enforcement. Historically, they applied only to such acts as aircraft piracy, forgery of certificates, carrying weapons aboard aircraft, and the like but, in recent years, have been expanded to include false marking of aircraft, illegal aircraft registration, illegal fuel tank installation, and airport security violations. While the FAA becomes involved in these cases, the prosecution of criminal cases rests with the U.S. Department of Justice, and the federal rules relating to criminal proceedings apply.

FAA Reexamination and License Lifting

If an FAA inspector asks you to surrender your pilot license, don’t be too quick to comply. A couple of recent cases involving pilots indicate that there may be some misunderstanding on the part of pilots concerning the authority of FAA to take a pilot’s certificate. These cases also indicate that some FAA inspectors may try to take advantage of that misunderstanding.

You should know your rights. The pilot license in your pocket is technically known as an “airman certificate.” Once it’s issued to you, it’s yours. The only way FAA can take it away from you is to comply with some very strict procedures required under Section 609 of the Federal Aviation Act.

Section 609 provides generally that if FAA wants to suspend or revoke your license, it must first advise you of the charges against you or the reasons why your license should be taken, and it must afford you the opportunity to answer the charges or reasons. If, after you’ve been given this opportunity, FAA still wants your license, you can appeal to the National Transportation Safety Board, where you are entitled to a trial-type hearing before an NTSB administrative law judge. In this hearing, FAA must prove its charges against you. If you are dissatisfied with the decision of the judge, you can appeal your case to the full National Transportation Safety Board.

It’s important to note that, throughout these proceedings, you can still hold on to your certificate and exercise its privileges-you can still fly. And these proceedings typically take many months. The only exception to this is in so-called emergency cases. These are cases in which safety dictates that the suspension or revocation must be effective immediately. As you would expect, these are rare situations.



The problem we’ve run into comes from another provision of Section 609 which says that FAA can reexamine you at any time to determine if you’re still qualified to hold your certificate. The FAA must have reasonable grounds for requiring such a reexamination.¹ These usually involve an accident or incident which suggests to FAA that you may not be competent. You get the bad news in a certified letter from a Flight Standards District Office (FSDO).

The letter states the basis for the reexamination and usually points out the rating and maneuvers or procedures upon which you will be reexamined. You will be requested to call to arrange a time and place for the reexamination. The letter goes on to threaten that, if you don’t make an appointment, the FAA will start proceedings to suspend your certificate.

In one such case, a pilot ground-looped his airplane for a reexamination by a certain date. But the pilot could not be reexamined by that date because his plane was laid up in repairs. The FAA inspector then asked for the pilot’s license, and the pilot surrendered it because he thought he had to. He did not.

Interestingly enough, the FAA inspector issued the pilot a temporary certificate good for 90 days. Presumably, if the pilot passed his flight check within 90 days, he would get his license back.

1 Administrator v. Hangman, 2 NSTB 2496 (1976).

How can we rationalize the inspector's conduct, when he should have known that he had no authority under Section 609 to demand the license? My guess is that the inspector would say the pilot voluntarily surrendered his license. After all, there is nothing in the law which says that an airman cannot voluntarily turn back his ticket to FAA. However, FAR 61.27 requires that a statement to the following effect be signed by the airman in order to effect a voluntary surrender: "This request is made for my own reasons, with full knowledge that my (insert name of certificate or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issue."

The pilot is clear that he believed he was required to give his certificate up. The pilot had every justification for refusing to surrender his certificate and for forcing FAA to use the formal procedures of Section 609.

It's hard to believe that this is an isolated incident, since a similar thing occurred in another FSDO on the other side of the country.



A pilot made a forced landing in his Cessna 150 without substantial damage. According to the pilot, he was running out of gas and into bad weather at the same time. The circumstances were such that FAA was clearly within the law in asking for a reexamination.

The pilot was reexamined and apparently did not satisfy the inspector. According to the pilot, "My pilot's license was lifted, and I was given verbal stipulation that I take another flight test."

Maybe it could be argued that the FAA action was reasonable, but was it legal? The inspector had no right to demand the pilot's license. If the inspector felt the pilot was unqualified, he could have moved to suspend or revoke the pilot's license

under Section 609. If the pilot was so unqualified as to present an immediate danger, the inspector could have requested the FAA lawyers to start the emergency procedure.

I don't mean to suggest that FAA should be forced to use Section 609 in every instance. Certainly, in some cases it makes sense for an airman to surrender his certificate voluntarily rather than force FAA to use the formal procedures. But I do suggest that where there is a "voluntary" surrender, it should in fact be voluntary. By that I mean that the airman should know his rights under Section 609 and intelligently waive them before relinquishing his certificate.

In summary, some suggestions can be made on what you should do in event you are requested by FAA to appear for a reexamination of your pilot competency.

First, you should determine whether the request is reasonable, having in mind the breadth of FAA's discretion in this regard. If you think the request is without justification, you have the right to litigate the question of reasonableness before the National Transportation Safety Board by refusing to submit to reexamination and thus forcing the FAA to try to suspend your certificate.

If the request is reasonable, you should submit to the reexamination. Remember that if you perform successfully during the reexamination, the matter is usually closed. If the inspector should find your performance deficient, then you should decide whether to surrender your certificate voluntarily or to put FAA on its proof that you failed to meet the standards of your certificate.

If you decide to voluntarily surrender your certificate in accordance with FAR 61.27, as described above, that's the end of the matter. The certificate is cancelled.

If you decide to give your certificate to the inspector for temporary custody until you pass the reexamination, be sure to get a letter from the inspector to that effect. Also, gets a temporary certificate allowing you to brush up for another try at it.

One further matter needs mention. The FAA generally had been fair in requesting and administering reexaminations. Pilots usually prepare for these reexaminations with ground and flight instruction. Very few fail. Those who pass usually comment that the reexamination turned out to be good, free dual instruction and that they came away as better pilots.

Janet Continued from page 10

Mrs. Bragg reminds us that America was so set on denying Blacks the opportunity to fly that Eugene Bullard and Bessie Coleman had to journey to France to pursue their flying interests. Bullard enlisted in the French Lafayette Flying Corps during World War I and went on to fly combat missions in the War. He was highly decorated in both World Wars. Bessie Coleman received her flying license in France in the early 1920s and returned to the United States as the first Black licensed pilot. It was she who inspired the west coast Black flying movement.

In their efforts to break down discrimination and open up opportunities for Blacks to gain entry into the Army Air Corps, two of the pilots from the Chicago group flew to Washington, D.C. in 1939 to visit the then Senator from Missouri, Harry S. Truman. Their message was that Blacks could fly airplanes, and the proof was their flight from Chicago. The doubtful man from Missouri said, "You have to show me these things. "Once he saw the plane, Senator Truman said, "If you flew this trap you can fly anything." Thus the Chicago group influenced the start of the Tuskegee Army Air Corps training program that had its onset in 1941. Only eight years later the Senator from Missouri, as President of the United States, would desegregate the armed forces.

Though Mrs. Bragg was flying on a regular basis in Chicago she encountered difficulty acquiring her license and gaining entry into the armed forces. In 1942 she was interviewed in Chicago for the Government Women's Air Force Service Pilot Program (WASP). The interviewer [a female] said to her, "I didn't know there was any colored girls flying." Mrs. Bragg replied, "There are plenty of them flying." However, since the training was at Sweetwater, Texas, the interviewer concluded that there would be no place for Mrs. Bragg to stay.

Undaunted, Mrs. Bragg flew her piper cub South to train with Charles "Chief" Anderson and his instructors in the civilian program at Tuskegee, Alabama so that she could be examined for her commercial pilots license. But "the man" (White flight examiner) had different ideas. After she landed from her trial flight, Chief Anderson asked the examiner, "How did she do, Mr. Hudson?" Mr. Hudson replied, "Well, I tell you Chief, she gave me a ride I'll put up with any of your flight instructors.

I've never given a colored girl a commercial pilot's license. I don't intend to now." She was denied not only because of her color, but also because of her sex.

Back in Chicago that same year (1942) she tried again under the supervision of another White examiner from Texas. After about 30 to 40 minutes of flying, the examiner directed her to land. Following the landing he shook hands and congratulated



Mrs. Bragg and told her where to pick up her license.

She wanted to fly hospital planes during World War II, and with the expressed plea for nurses and encouragement by her mother, she applied only to be told that the quota for "colored nurses" was filled. After this about the only thing that sustained Mrs. Bragg was the knowledge that she was paving the road so that it would be smoother for other Blacks. She was willing to pay the price and lay the foundation for others to follow.

When asked what advice she would give to African Americans who are interested in aviation, because she feels so strongly about the subject, she chose to write out her answer. This is what she wrote:



I hope that my experiences and the experiences of others [Black pioneer aviators] will serve a two fold purpose: 1) to convey the price that had to be, paid to lay the foundation for today; but more importantly: 2) (I hope Black youth will realize) the kind of strength of character, the kind of determination and the importance of setting a goal, and [not] allowing anything to deter one from achieving that goal.

All these qualities are still needed today although many obstacles have been swept away and there are many opportunities for young minorities today. They must be made aware of opportunities in the field of aeronautics and they must be encouraged to take advantage of the opportunities which exist. Today one is held back only by the limits of his own capabilities and not by man-made blocks and strings. Therefore we expect our youth to build walls on the foundation that has been laid by supreme sacrifices.

During the interview she also stated that "the sky is the limit" for Black youth and that they can go beyond the sky into space.

Mrs. Bragg came to Tucson in 1972 because of the health of her husband, Sumner Bragg. She retired from flying in 1965 and from nursing in 1972. Since becoming a resident of Tucson she has become involved with the Urban League and Habitat for Humanity. She has participated in the Adopt a Scholar Program at Pima College. She is a member of the Tuskegee Airmen, Inc., CMSgt. Fred Archer Chapter. She lectures locally and nationally on such topics as aviation and women in science and aerospace. Her achievements and awards are too numerous to cite in this brief summary. However I must not overlook the proclamation Mayor Lewis Murphy bestowed upon her in 1982 for "Outstanding Citizen of Tucson."

Ed Note: In 2000 Janet was enshrined into the Arizona Aviation Hall of Fame

Yes, You Can Go Home... With Teamwork!

Take a moment and talk to any Black person hanging around an airport or that claims to support aviation and the subject will always turn to Aviation history in general and the Tuskegee Airmen in particular.



Dr. Johnson, Quine Brown, Mrs. Johnson, Charles Flowers ready to depart for Pensacola

During our 2002 summer meeting, members of BPA, youth representatives of BPA Local Chapters and invited guests were privileged to become part of ground breaking activities that will help to perpetuate the success of Blacks in aviation past, present and future. The activities began on a beautiful Friday morning with a hallmark ground breaking ceremony for the new Tuskegee Airmen National Center at historic Moton Field. The Tuskegee Airmen National Center will be a full scale military museum built on site that provides space for: Tuskegee Airmen Memorial, Major Exhibit space with period military aircraft and equipment, Major Audiovisual presentations, interactive "hands-on " replicas of equipment used by the Tuskegee Airmen, a highly competitive Aviation Training and much more.

A true link to our Aviation history was provided by the many original Tuskegee Airmen in attendance as they shared many stories and conducted themselves as the gracious heroes they have deservedly become. The historical link also included fly-bys and static displays of two Red Tail P41 Mustangs and a B25 Bomber.

To make a contribution to our Aviation future, on Saturday, BPA members provided airplanes and served as pilots as they transported our BPA youth representatives to the US Naval Museum at Pensacola Naval Air Station – Pensacola, Florida for a very exciting tour. During the same time period, BPA members led by Les Morris hosted 50 youth from the Atlanta, Georgia based ACE Program headed by BPA member Julius Alexander. The ACE youth enjoyed a Black Aviation History presentation and a tour of Tuskegee, Alabama and Historic Moton Field. Later that evening fellowship was renewed at our BPA Banquet featuring the Honorable Lucenia Williams Dunn, Mayor, City of Tuskegee, Alabama.

Throughout our stay in Tuskegee we received VIP treatment and outstanding hospitality from the members of the C. Alfred "Chief" Anderson Chapter-BPA, Col. Roosevelt Lewis at Moton Field , the President and Staff at Tuskegee University and last but not least Her Honor Mayor Dunn. All of our hosts delivered the same greeting and message, "Welcome Home" and "Come back to Tuskegee. We want and need you".

Of course, none of this would have been accomplished for BPA without the hard work and unselfish contributions of the members of the BPA Focusing On Youth 2002 Tuskegee Summer Meeting Committee.

Thank you to all members of the committee.

Special Thanks to James Miller, John Hicks, Bill Childs, Julius Alexander and Les Morris for going above and beyond the boundaries to ensure the success of our activity.

On Sunday we departed with a heightened sense of pride, accomplishment and belonging.

My heartfelt thanks to all,
Gene Stanley
Committee Chairman



National Naval Aviation Museum

AVIATION ACADEMY STUDENT RECEIVES PRESTIGIOUS AWARD

Philadelphia Aviation Academy Student Fuchsia Davis Wins Recognition from Black Pilots of America

PHILADELPHIA (December, 15) — Philadelphia Academies student Fuchsia Davis was recognized recently for her commitment to flying, receiving an award of excellence from the Black Pilots of America, Roscoe Draper Chapter. Davis, who has been flying since she was 14, is a licensed pilot as well as a high school student at the West Philadelphia Aviation Academy. “My ultimate goal is to be an airline pilot,” said Davis, age 17.



“I like that the Aviation Academy exists and that I can be in high school and working toward flying at the same time.” Davis had her first flying lesson at age 14. She received her pilot’s license this year and is currently working toward her instrument rating. In addition, she works as a controller at Hortman Aviation, the youngest person in that position, and the only African-American woman.

“Doors will open for Fuchsia,” said Kevin Waterford, President of the Roscoe Draper Chapter of the Black Pilots of America (BPA). “She came to us looking for assistance, and we have really tried to be there for her, to help her get the training she needed.” Davis has attended the BPA Summer Flight Academy in Miami, Florida and Exploration Camp at Embry-Riddle Aeronautical University in Daytona Beach, Florida on scholarships from the BPA in 2001. She was awarded another BPA scholarship to complete her flight training this year.

After graduating the Aviation Academy, Davis plans to attend college, join the army, and then eventually fly for a major airline. The BPA is a nonprofit organization chartered to promote African American participation in aviation and to introduce youth to the different fields in aviation and aviation industries. The organization does everything from teach, coach and mentor, to giving airplane rides and hosting fly-ins.

Since 1969, The Philadelphia Academies, Inc. has been dedicated to developing public school students’ academic and professional skills, enhancing their in-school and post-graduation options, and contributing to the development of a stable workforce. Academy programs run by the Philadelphia Academies, Inc. currently deliver career-directed education in 14 fields to over 7,500 public school students in grades 6 - 12. Over 300 organizations directly support the Academies with financial and in-kind donations and provide enhancements to the curriculum to make education real and exciting for students.

The lead and founding sponsor of the Philadelphia Academies, Inc. is PECO Energy Company. Major sponsors include: ACE INA, ARAMARK, CIGNA, Citizens Bank, First Union Bank, KPMG LLP, Mellon Financial Corporation, PNC Financial Services Group, Rohm and Haas Company, SAP America, Inc., Sunoco, Inc., The Philadelphia Inquirer, and Verizon Foundation.

Rain Continued from page 9

Coming out of the Special Flight Rules sector I had plotted a direct course for Montgomery Field. This would take me out of and away from all the Camp Pendleton restricted airspace along the coast.

In my haste to get away from the hangar, I forgot my San Diego Class “B” chart and my Jepps.

Coming out of the SFRA SoCal asked me to squawk 1700. In my airplane, the transponder is on the co-pilots side of the airplane and from where I was sitting, I guess I had put 7700 into the transponder. I wondered why the controller demanded radio silence from all the airplanes on frequency to contact me. Well I then realized what I had done I reached over and corrected the transponder to 1700 in hopes that they wouldn’t notice. Well they did! The controller was beside himself yelling at me about my little mistake. It was after the controller chewed me out on the radio that I was asked to copy a phone number and call it when I landed. Four calls to the FAA in one day. This day was not turning out to be so good after all.



BPA

BLACK PILOTS of AMERICA

National Office - P.O. Box 7463 - Pine Bluff, AR 71611

Summer Flight Academy Application

***Applicant Information

First Name M.I. Last Name Jr./Sr.

Street Address Apt. City State Zip

Home Phone Age Date of Birth Height Weight Sex Internet Address

Has applicant had any flying experience? Has applicant soloed? Type of aircraft
 Has applicant attended an aviation ground school? Has applicant passed the FAA Private Pilot written exam?

What is the applicant's general state of health Does the applicant possess any physical needs requiring special attention, treatment of medication, or that would make it difficult for them to participate in Academy activities?
 If yes, please explain

Name of Insurance Co. Policy No.

Parent / Guardian Information

First Name Last Name Jr./Sr. BPA Number

Street Address Apt. City State Zip

Home Phone Business Phone Ext. Emergency Phone Ext.

Sponsor / Chapter Information

First Name Last Name Jr./Sr. BPA Chapter

Street Address Apt. City State Zip

Home Phone Business Phone Ext. Emergency Phone Ext.

*** If this applicant is not sponsored by a BPA Chapter a copy of the applicants school transcript or report card must accompany this application. The fee for the BPA Summer flight academy is \$1700 for current BPA Members and IBAC affiliated organizations. The fee for NON BPA Members is \$1770. A \$500 deposit is required with this application and the balance due by June 30. Mail applications to: BPA Summer Flight Academy, PO. Box 1295, Green Valley, AZ 85622.

Parent/Guardian please complete the agreement on the back.....

I hereby make application to register my son/daughter in the BPA Summer Flight Academy for the period July 12 - 26, 2003, subject to the terms and conditions set forth in your current brochure, and hereafter mentioned; and subject to the rules and regulations of the BPA Summer Flight Academy. If my child is accepted, then it is understood and agreed that this application, including the final registration package by reference, constitutes the sole agreement between the BPA Summer Flight Academy and the undersigned and there are no conditions or provisions other than herein noted.

I agree to the terms and conditions set forth below, and to adhere to the rules and regulations of the BPA Summer Flight Academy, and to be responsible for any damage to Academy property caused by my son/daughter (ward) or chargeable to him/her under the rules and regulations of the Academy. I further agree to release the Academy and its employees from any and all obligations or financial liability incident to or resulting from any mishap or accident occurring to my son/daughter (ward) while participating in or observing any athletic, recreational or flying activity, or while in transit to or from any of these; or any physical ailments and or accidents occurring while enrolled; or in any course of action which the Academy may deem wise to adopt in the event of such emergency and all cost incident or appertaining thereto; and to assume the risk of loss which might be occasioned in the event a student is withdrawn or is expelled from the Academy for any reason. Permission is given to use, in booklets or other promotional materials, any photograph in which my son/daughter (ward) may appear.

Make first fold here then place check in

Second fold

From:

First Class
Postage

BPA Summer Flight Academy
P.O. Box 1295
Green Valley, AZ 85622

Tape or Staple Here

Tape or Staple Here

Tape or Staple

MEMORIAL DAY FLY-IN RULES GENERAL RULES

The following rules and procedures were approved for the 2003 FLY-IN.

All participants in the Memorial Day Fly-In are required to familiarize themselves with the procedures outlined below prior to entering the competition.

GENERAL:

1. The purpose of the Memorial Day Fly-In is to provide members an opportunity to meet in a friendly atmosphere where they can demonstrate their flying abilities, while promoting the Aims and Purposes of BPA, Inc.
2. The entry fee for participation in the flying competition will be included in the registration fee.
3. There will be a briefing for all pilots at the airport prior to each event.
4. Crowd control at this year's fly-in will be strictly enforced to insure the safety of all in attendance.
5. Access to the ramp will be limited to those individuals who have been issued an access badge. Badges will be issued to pilots and members of the ground crew. Only pilots, members of the ground crew and individuals being escorted by them will be permitted in the aircraft parking area.
6. Each year we attempt to give interested children and adults rides after the competition. We are asking that pilots take some passengers on the cross country and/or fly some when he/she returns from the cross country, prior to the Pylon competition.
7. Arrangements will be made by the Arkansas Thunderbirds Chapter to have concession stands available. BPA Chapters may operate concessions if local rules permit such operations. Approval must be provided by National BPA for the sale of any items (i.e. books, supplies, etc.) during the FLY-IN. A vendors fee must be paid to the national organization prior to set up for selling merchandise. It is highly recommended that if any raffle tickets are sold at the fly-in, the drawing be made at the fly-in.
8. A time schedule will be posted giving each participant his/her time of departure for each event. Adherence to the time schedule is required. If a participant fails to meet the posted schedule, he/she will be placed on the waiting list and allowed to compete only if there is time remaining at the end of the event. Adjustments will be made for aircraft mechanical problems.
9. Competition flying will start promptly at 0900 on each day. The schedule is;
Participates must be at the airport early enough for the briefing for each event. The briefing will only be given once prior to the events.

Friday
0900 - 1530 Cross Country

Saturday
0900 - 1400 Pylon Competition
1400 - 1630 Formation

Sunday
0900 - 1130 Formation
1130 - 1630 Balloon bursting/Power On Spot Landing

10. The results of each event will be posted as soon as possible following the calculations.
11. Protest must be made in writing to the Director. All protest will be answered in writing within 30 days. A fee of **\$20.00** must accompany all protest. The fee will be refunded if the protest is upheld. If any event official is a participant in the specific activity that is being protested, the matter will be referred to the rules committee for action. The ruling of the rules committee is final.
12. Flying over the crowd or the buildings on the airport below 1000 feet AGL is not permitted. Flying in the vicinity of the airport above 2500 feet MSL is permitted during the competition.



2003 BPA Operation Skyhook Registration

**May 22-26, 2003
Grider Field Airport (PBF)
Pine Bluff, Arkansas
www.Bpaplots.org**

FEATURING

Fly-In Competition, Aircraft Static Displays, Airplane Rides, Hospitality, Banquet, and Top Gun Awards

**REGISTRATION FEES
(Early Bird Registration Specials)**

\$120.00 BPA Members \$155.00 None BPA Members

\$50.00 - Future Aviators (10 - 18 yrs. of age)

Make all Checks Payable to: Black Pilots of America, Inc.

**Mail Your Registration Form and Check to: Black Pilots of America
P.O. Box 7463
Pine Bluff, AR 71611**

"Note: A \$20.00 Late Fee will be assessed for any Registration Postmarked later than May 8, 2003"

HOTEL ARRANGEMENTS

**"Black Pilots of America Memorial Day Fly-In"
Ramada Hotel, Convention Center Drive \$70.00 per Night
Telephone - (870) 535-3111**

"Rental Cars by call Enterprise Rental Car (870) 534-7766"

-----Detach Here and Return Form Below-----

Name: _____ BPA# _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Check # _____ (Note: registration fees are based on individual registrant)

Credit Card # _____ Type: _____ Exp. Date: _____

Please list any special arrangements or assistance you may require below:



Black Pilots of America

2003 Flight Competition Form

Name: _____

Chapter: _____

Pilot Call Sign: _____ (i.e. Redtail 11)

Certificate Held (Circle One): Student Private Commercial ATP

Certificate #: _____

Competitive Events

Cross Country - Aircraft Type: _____ N-Number: _____

Balloon Bursting - Aircraft Type: _____ N-Number: _____

Spot Landing - Aircraft Type: _____ N-Number: _____

You must hold a Commercial or Higher Certificate to compete in the following event. Student or Private pilot certificate holder must present a waiver signed by a CFI to participate in the following events. The waiver must be attached to this registration form. (see back page)

Pylons - Aircraft Type: _____ N-Number: _____

Formation Flying

Aircraft Type: _____ N-Number: _____

Aircraft Type: _____ N-Number: _____

Aircraft Type: _____ N-Number: _____

PRIVATE PILOT WAIVER FORM

A waiver signed by a Certified Flight Instructor (CFI) is required for pilots holding less than a Commercial Certificate in order to participate in the Pilot Proficiency (Pylon) event at the Memorial Day Fly-In in Pine Bluff, AR (May 22-26, 2003).

The Fly-In Rules Committee requires that all pilots holding less than a Commercial certificate and wish to participate in the Pilot Proficiency (Pylon) event have the required waiver signed prior to arriving in Pine Bluff. This waiver has to be attached to the registration form in order to be scheduled for these events. Without a waiver, a pilot holding less than a Commercial certificate will not be allowed to participate in this event.

This form may be used as a required waiver:

Date: _____

I hereby certify that _____, Certificate # _____ is qualified to participate in the Pilot Proficiency (Pylon) event at the Memorial Day Fly-In in Pine Bluff, Arkansas (May 22-26, 2003).

Flight Instructor's Signature: _____

Certificate Number/Expiration: _____

**Black Pilots of America
P.O. Box 7463
Pine Bluff, AR 71611**

<p>BULK RATE U.S. POSTAGE PAID PINE BLUFF, AR 71611 PERMIT NO. 996</p>
