

**BPA****BLACK PILOTS of AMERICA**

March 2005

March 2005

BPA ATIS

The El Paso Slap down What would you have done?

By Fred Lewis

The El Paso SLAP DOWN started as a weekend of fun. We knew the group from California would have trouble getting there, but we were confident that they would get there if possible. Ron, in a push - pull contraption was the last to get there. By then we were already having a ball. We talked about everything and everybody. It was great to just have fun among ourselves. The days and time passed quickly, and we had planned a 3 or 4 o'clock departure on Sunday. Everybody came to the airport to see us off.

My partner Jim Brown was to fly the first leg to Fort Stockton. There were three in the plane, Jim Brown, Darryl Smith and yours truly. As we waited for our take off clearance, we joked and laughed about the fun we had. When we received our clearance, Jim pointed TWA (Might Mooney) down the runway. Like the large jets around us, TWA jumped toward the late evening sky with the grace of a proud bird eager to fly.



Fred Lewis and TWA

Fifteen minutes later we are at 9,000 ft and on course feeling great about the weekend. Moments later we noticed that we could not communicate with the controllers. Then we lost our transponder and all other electrical equipment. We could not go back to a control airport so we were committed to the flight plan. Forty minutes later Jim landed the plane at Ft. Stockton and we found an electrician on the field.

He checked the plane from top to bottom and told us the battery was bad. We had it replaced. By now it is 8:00 p.m. and we decided to fly the two and half hour final leg. After filing the IFR flight plan, I pointed TWA down the runway. Moments later we glided into the dark Texas sky. I filed for nine thousand feet; and in the cool Texas air we climbed with the speed of a dart. Once we reached nine thousand feet I trimmed the plane and started to enjoy the flight. After all, what else could go wrong?

Unfortunately, this was going to be one of those nights. Just as I got comfortable, George (Auto Pilot) stopped holding altitude, and the dash lights started getting dim. I woke up Darryl Smith who was sleep in the back and told Jim to make sure the other GPS had fresh batteries. This was sure one of the times I was glad the GPS was on the yoke and not in the dash. We tried to contact center but heard nothing. Since this is going out to the public, I can't tell you the exact words I used, but I will quote Danny Perkins, "Ain't this about a Loti dod ". This is a pucker situation for sure. What should we do?

I knew we couldn't go to any major airport because we couldn't communicate; therefore, it was decide to continue into the darkness. So far the Texas skies are clear and the stars illuminated everything around us. We can see well ahead of us but, we were over a total undercast and could not see the ground.

Well that soon changed. As most of you who have been to Texas know we have what is called WAIT A MINUTE weather. Which means it will change at any time. Why should tonight be any different? Everything else has gone wrong tonight, why not the weather?

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**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

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BPA ATIS is published four times a year by the Black Pilots of America P.O. Box 7463 Pine Bluff, AR 71611 www.BPAPilots.org

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Deadline for June 2005 issue is June 7, 2005

Newsletter layout and printing done by Les Morris

A Friendly 2005 Dues Reminder!

Dues for 2005 were due October 1, 2004. If you have not paid your dues, this is your final reminder before being dropped from the ATIS Newsletter mailing list. Please contact your chapter Treasurer or send dues to me, the BPA National Treasurer.

**Regular and Associate Membership - \$70;
Student and Family Membership - \$20;
Honorary Membership - None**

***Please update your data and email address when renewing* and please include your membership number. It is now possible to renew online with PayPal. Get details at www.bpaplots.org.**

**I am Bill Morgan, the new Treasurer. My mailing address is;
**BPA Treasurer,
P.O. Box 45024,
St. Louis, MO 63149.****

**Call me if you have questions at;
314-504-2559 (C)
314-831-3998(H)
or email me at space_traveler@juno.com. Fly'em safe and don't let this be your last "ATIS Newsletter".**

William "Bill" Morgan - Treasurer



“The President’s Corner

Greetings BPA,

Thank you for the overwhelming support during our BPA election. I look forward to working with the new Executive Committee. Thanks to the Bronze Eagles Chapter for hosting an incredible meeting in Houston, TX, at which the election results were announced. The Executive Committee met while there and is currently working behind the scenes to offer a positive new direction. The new officers, Juan Haygood – Detroit Chapter – Vice President, Theresa White – South Florida Chapter – Secretary, William Morgan – St. Louis Chapter – Treasurer, Ron Lisberg – California Redtails Chapter – Operations Officer and yours truly are planning great things for BPA.

We wish to compliment and thank Danny Perkins for offering himself as a candidate for President. He ran a clean, vigorous and positive campaign which exemplified his high character, numerous personal accomplishments and love for BPA. He has offered continued support to our great BPA organization in anyway necessary.

We also thank Eugene Stanley and Althea Smith for offering themselves for the office of Vice President. They also ran tremendous campaigns. Their dedication and leadership skills are great personal assets and I will call on them in the future as we move to the next level.

So, where do we go from here? I sent to each Chapter Board Representative, a listing of committee volunteers showing each committee area of concentration. If you have not seen it, contact your President or from me. I am happy to report that the majority of committees have taken the ball, and are running full speed to address issues which I campaigned on and were expressed to me, by you. I want to thank all committee members for volunteering to assist BPA with these challenges. Your input and follow up adds much to the direction BPA takes. Communication is the key and if your committee chair has not contacted you, or you would like to volunteer to help, let me know. Please feel free to offer additional comments or suggestions directly or through your Board or Chapter Representative.

Many thanks to the South Florida Chapter for once again, providing us with a great time during the January Board of Director’s Meeting. We accomplished everything on the agenda and were kept well on track by John Hicks, Chairman of the Board, Anthony Hall, Bronze Eagles, Parliamentarian and Marshall Knox, Chicago, acting Sergeant at Arms. Additional thanks to non Board participants for attending and supporting this meeting.

Hubert Looney’s presentation at the meeting left no doubt in my mind that you will be thoroughly entertained and satisfied the whole time at the Memorial Day Fly-In. “Skyhook” is our biggest and most important event. All indications are that Skyhook 2005 will be the largest and best ever. Wolf talk and chapter challenges are already out. Last year was largest, but this will top that! The new Skyhook Activities Committee is chaired by Ken Johnson, Pine Bluff and assisted by Hubert Looney, St. Louis. Please register early. Registrations may be done online through PayPal. The hotel is under new ownership. In fact, the new owner practically lives there and has assured me that you will be well pleased with the changes and improved accommodations.

A Skyhook Rules Committee report was rendered by Les Morris. This committee was challenged to research past complaints and recommendations about the events. The committee consisted of Les Morris, Chair, John Hicks, Julius Alexander, Atlanta, Hubert Looney, Fred Lewis, Kevin Waterford, Draper, PA, Horace Noble, Redtails, Juan Haygood and myself. As you can see, this was a very diverse committee and I support their decisions. It appears

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Continued from page 3 President's Conner

bomb drop added. The new event should offer a different skill challenge for the participants and entertainment for our guest spectators. It was the decision of the Board at the Ft. Lauderdale Board Meeting that only chartered chapters will be eligible to for the **team trophy**. Judges are needed from chapters for the events. Contact Les to volunteer (bronzeagle@cox.net).

Another important event is the Summer Flight Academy (SFA). We had a spectacular success story for BPA 2004. Credit is due to the Director, Les Morris, the Academy Staff and the Bronze Eagles Chapter for conducting another very good class. Sixteen students attended with several soloing and passing the FAA written exam. SFA will need your support again this year. Our target is twenty-four students. We solicit your help as well as other organizations who share our vision of the importance SFA in the attempt to offer our youth aviation as a career.

Black Pilots of America, Inc. is an active member of the International Black Aerospace Council (IBAC). The website is www.blackaerospace.com. It is comprised of seven member organizations. Other member organizations are: Tuskegee Airmen, Inc. (TAI), National Black Coalition of FAA Employees (NBCFAAE), US Army Black Aviation Association (USABAA), Negro Airmen International (NAI) and The Bessie Coleman Foundation, Inc. I have asked Eugene Stanley to represent BPA during meetings and thank him for dedicating his time to attend on behalf of BPA. Discussions on a joint meeting of all member organizations in August of 2006 has been addressed. Phoenix, AZ was the BPA Board choice and was selected by IBAC recently. This meeting will be our August 2006 General Membership Meeting location. Details will be posted on our website as they become available.

On behalf of the BPA family and the Summer Flight Academy, I wish to thank IBAC for approving a generous donation of \$4,000 to the 2004 BPA Summer Flight Academy. IBAC has rendered financial support to our valuable program several times in the past. As part of the last meeting agenda, Eugene Stanley provided IBAC with a visual presentation of the 2004 Summer Flight Academy Class, produced by Fred Lewis and Carver Shivers (a copy was given to each BPA Chapter President). If you have not seen the CD, take time to do so. It will greatly enhance your appreciation of the outstanding work done by the Academy Staff.

Have you heard of the “**Sunshine Committee**”? June Marsh (jemarsh@sbcglobal.net), Bronze Eagles Chapter was appointed chair. It has always been my view that we show our concern for members during their times of need. Illnesses, loss of immediate family members and even the good things, i.e. the marriage of our Treasurer, Bill Morgan to Lorie and Les Morris for the birth of his new grandson are examples of the good the committee has already done. June has done an exceptional job in letting members know that we care. Her committee, John Hicks, Tuskegee, BPA Chaplain, Sandra Cherry, Tulsa, OK and Eula Guidry, Bronze Eagles, needs your help. The only way that they can continue to be effective is for you to keep them informed. She has requested that Chapters appoint a contact or liaison to inform them. Please give them a helping hand with this. I have requested that a summary be included in each newsletter (“The Sunshine Corner”).

We have a new Membership Committee Chair. Bob Griffin, after many years of dedicated service requested to be relieved of these duties. I can tell you first hand how valuable and dedicated Bob has been, so I requested that his resignation be revised to read, “but I will remain on the committee in an advisory role”. He accepted. I am pleased to announce the new Membership Chair, Cedric Grimes (zulu622@aol.com), New Orleans Golden Eagles Chapter. Thank you very much Cedric for volunteering to fill these huge shoes.

A major challenge for Chapters and current members is to reactivate members who have not renewed membership. We have nearly 900 members on the rolls. An important issue facing the new Executive Committee as we partner with chapters is to assist with this effort in every manner practicable. Communication with inactive members and making them aware that BPA urges them to take another look at us as well as new member recruitment must be on every Chapter's agenda. Each non-renewal requires a response from the Chapter and BPA. Our website is a convenient

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ESSAY WINNER

Timothy Pelzer Jr.

Timothy attended the SFA in July of 2003. This young man was sponsored to the 2003 Summer flight Academy by James Miller of Brazos Avionics, a member of The Bronze Eagles Flying Club.

The contest Tim won was a Black History Contest sponsored by Hartsfield-Jackson Atlanta International Airport. He won by writing an Essay with an encouraging title based on which character he felt that he identified with mostly after watching the "Tuskegee Airmen" the movie. Other high School students from the Metro area also participated.

The following essay is mainly unedited and left in it's original form to reflect the passion of the writer: Editor, BPA

Men of Flight Wings of Soldiers

In the year 1942, when magazines cost fifteen cents, a year after the day of infamy, when a Black man's respect was limited and wars raged with Black men dying in them there arose the Tuskegee Airmen. Compiled of Black men from across America to fulfill a dream that was born in the American Government. A test to see if a black man could stand the challenges of becoming a pilot. This movie showed a tremendous story of how Black men overcame the obstacles of racism and discrimination in their own Air Force to become known as some of the best to ever touch a cockpit. The stories of Billy Roberts or you might know him as A-train, Hannibal Lee A.K.A Iowa, Leroy Jones as Campy, Lewis Jones or the man who inspired me the most, Walter Derrick Peoples III, all showed me how much their accomplishments meant to our land.



Timothy Pelzer

Stick, the nickname of Walter Derrick Peoples III, made his entrance into the story quietly, like night but his presence was felt. A man who left a presence of respect and dignity, a man with his head up high and a lot of confidence. He gave the presence of an educated man who would do nothing less than his best. And he was the best, better than any other pilot in the group. Smart, as he lead people to believe. He was the first challenged by his authority and the one who all inspired to be like him. He was a leader of the group, one who would lay his life on the line to become a pilot. His confidence was a rarity and kept some pilots in the regiment while trying to

model after him. Even though his time in the movie was short because his suicidal ride sparked greatness in the people left struggling to prove them worthy of wings.

The unfairness he was subjected to was unbearable for him. It was clearly injustice that was used to kick him out of the program. He lived a life that threw out many discriminating moments from the scene on the train when their seats were taken and given to (enemy) German prisoners, to the situations they were subjected to at training with racist officers commanding him he continued to keep his cool. The confidence he had and the memories he left carried on with all of the pilots till the end.

Walter was a very powerful character in the movie, but there were other powerful points in the movie as well. One I would like to comment on was how the pilots Leroy Cappy and Hannibal Lee landed next to the prisoners and astonished both the prison guards and prisoners as well. Too many situations where the presence of Black Pilots was an astonishment to others in the story the pilots themselves took it lightly. Their flying in beside the prisoners were an inspirational point where other men in chains saw how their race was breaking barriers and showing they could as well. A monolithic occasion that represented lot more than just broken down parts and landing in a tight squeeze. It also represented hope of change from a Black man digging a ditch to a man flying somewhere, going somewhere in life. This poignant topic touched my heart.

Leading all these events up to a final thought I wasn't to speak of what I want to do. I have fourteen hours of flight time and some eighty or so ground school, and have been taught by some of the best Black pilots in the world (Black Pilots of America). It has given me honor to write about men in my preferred profession. I think now more than ever I feel I must continue my education in aviation. I'm inspired to continue and encourage others in the same direction or whatever they want to do. Because I know that if it was possible for the Tuskegee Airmen to do what they did during their era there's no obstacle that should stop me from completing my goals.

Colorado Springs Students receive grant from School District 11 to begin Flight Training

School District 11 provided grant money for high risk students to attend aviation training in Colorado Springs. The program will enable students to complete a FAA certified ground school course, flight training and summer internships to various aviation-based facilities.

Three of the students attending the program have logged one hour in their flight book. They had the opportunity to attend Operation Skyhook in Pine Bluff, Arkansas this year sponsored by the Black Pilots of America. While there, they were exposed to career opportunities in aviation, co-piloted a single engine airplane and experienced the mentorship of minority pilots.

The students are ready to begin on February 1. Their goals are to successfully pass their FAA written and practical exams with 90% or higher and to assimilate into the aviation workforce within the next five years.

GRIDER FIELD HELPS PB, SEA SOAR

By Bobbie Crockett/OF THE COMMERCIAL STAFF

Grider Field has long been part of the Pine Bluff community. During World War II, it housed the Pine Bluff School of Aviation, which provided flight training for thousands of Army Air Corps cadets. Now, the field serves as the home to Pine Bluff Municipal Airport. Airport Manager Mike West, who is retiring Jan. 7, said the airport helps bring business into the city. Recently, several pilots flew in, dropping passengers off for meetings or stopping to refuel planes and have lunch. “We’ve always considered the airport to be the front door to the city,” West said. “It connects us to the rest of the world, so to speak.”

If the airport is a door, then West has served as an ambassador during his tenure as manager. Pine Bluff Aviation Chairwoman Gwen T. Lee-Buckingham said the commission appreciates the contributions and positive, influential effectiveness West has exhibited during his 25 years with the city, including 16 as airport manager. In spite of all the demands of the position, she said West “prevailed with tenacity and perseverance.” As he prepares to retire, West said he will miss the people at the airport — including those who help run it and the pilots and others who regularly come to Grider Field. He will also take away many memories.

“The thing that stands out in my memory is Sept. 11, (2001),” West said. “We got the calls that all airways were to shut down. We had a lot of planes set down at the airport.” Several small aircraft were grounded for three or four days following the terrorist attacks, he said. West also recalled several airport improvements, including a new taxiway lighting system and resurfacing of the runway and taxiways. A federal grant is expected to be used to rehabilitate airport hangers, he said.

According to the airport mission statement, it serves as a catalyst for economic development, benefiting Pine Bluff, Jefferson County and Southeast Arkansas. “If we did not have an airport, we would not have the paper mills, the Arsenal, Tyson, Century Tube and the many other businesses and industry that make our area strong,” according to the statement. West said he’d like to see the airport attract a freight operation in the future.

In 1997, an industrial park development plan was developed to update the 1981 Airport Master Plan, said Jim Crider, president and chief executive officer of the Economic Development Alliance of Jefferson County. “The update plans call for the development of 500 acres as an industrial park,” he said of the land now leased out for farming. Crider said just as the railroad spurred business growth in Pine Bluff in the 1900s, “the aircraft entering and departing Grider Field are providing a railroad in the sky in the new millennium.”

The airport has a 6,000-foot runway and a full instrument landing system or ILS. ILS enables pilots to land when weather conditions cause low visibility and cloud ceilings. Many local pilots got their early training around the airport. “I have a special love and appreciation for Grider Field because I learned to fly there 23 years ago while a student at the University of Arkansas at Pine Bluff,” said Pine Bluff resident Ken Johnson. Johnson went on to become a flight instructor and now serves as a member of the Arkansas Aeronautics Commission. He also helps host a national fly-in event at the airport each year.

The airport is home to Grider Field Restaurant, which is open Monday through Friday for lunch and on Friday nights only for a seafood buffet. The airport also houses the Grider Field Memorial Museum. The small space contains display cases full of model World War II airplanes and some wartime artifacts, flight jackets and more that date back to the airport’s training school days.

James H. Green Chapter on the Move



On November 6, 2004, newly elected BPA President Palmer Sullins paid a visit to the James H. Green Chapter during its regular 10:00 a.m. Saturday morning meeting. They meet each Saturday at Homestead Restaurant located at 624 West Main Street in Jenks, OK. Present at this meeting shown in the picture from left to right are Palmer, Saundra Cherry (Secretary/Treasurer), George Kakoma, Roger Hill (Chief Pilot), Reggie Powell (Vice President) and guest, Donna Durham, Aaron Durham and James H. Green.

The Chapter was named after its President, James H. Green and became a chartered chapter of BPA in 2004. President Green, shown with Palmer is an aviation pioneer who made history with American Airlines.

Captain Green graduated from a high school in Ft. Worth, TX at the age of 17. After moving to Detroit, MI, he attended an Air Force air show where he saw his first jet aircraft perform. It was this experience which inspired him to pursue a career in aviation. He joined the Air Force in 1951 at the age of 18. While in basic training, he was told that he could only fly gunner without a college degree. The opportunity arose for him to take and pass a two year college equivalency test which he did. Unfortunately after passing, he had to wait until he turned 19 to enter Air Force flight school.

He began training at Lackland AFB in 1952 where he flew the PA-18, T-6, T-28 and T-33 Jet Trainer and graduated as a Second Lieutenant in 1954. He was the only Black out of three hundred (300) students. He was based in Europe, flew in France, Germany, England and trained in North Africa. Other aircraft he became rated in during his active military career include F-84G & H and F-100 D armed with atomic weapons. He left active duty at the rank of Major in 1957.

That same year, he attended Cal Poly Institute, San Louis Obispo, CA. In 1959 he worked as a Design Engineer on the Atlas ICB Missile at Vandenberg AFB. He completed his college degree in Design Engineering in 1965 at Northrop Institute of Technology.

He was later employed by Douglas Aircraft Company but did not fly. He found that the Black test pilots were the last hired and the first fired. He joined the AF Reserves in 1965 where he flew the C-119 Box Car and C-141 Star Lifter Cargo Jet on missions during days off from American Airlines to Vietnam in re-supply support of US troops.

He was hired by American Airlines in 1966 where he remained until mandatory retirement in 1993. Captain Green progressed to become one of the early Black Captains for American Airlines. He settled in Tulsa, OK in 1982 where he current resides with his wife Betty. He was then, the only Black test pilot for a major US Airlines. As a test pilot, he test flew B-707, B- 727, B-747, B-757, B-767, MD-80 and DC-10 aircraft.

After twenty-seven happy years of flying, as a retirement project, he built the Velocity Airplane shown in the picture which made its maiden flight in 1996. He met Reggie Powell in 1997 and after reading about BPA, the two decided to attend Skyhook 1998 which resulted in the BPA Chapter in Tulsa. He flies the Velocity to Operation Skyhook each year. The members of James H. Green Chapter render a hearty salute to Captain Green, and are proud to have such a distinguished leader.





PATRICIA “PATTI” GRACE SMITH

BPA presents Patricia G. Smith, Skyhook 2005 Awards Banquet guest speaker. Patti serves as Associate Administrator for Commercial Space Transportation within the Department of Transportation’s Federal Aviation Administration (FAA), heading the office responsible for overseeing and regulating the U.S. commercial space transportation industry.

Colorado Springs Students receive grant from School District 11 to begin Flight Training

School District 11 provided grant money for high risk students to attend aviation training in Colorado Springs. The program will enable students to complete a FAA certified ground school course, flight training and summer internships to various aviation-based facilities.

Three of the students attending the program have logged one hour in their flight book. They had the opportunity to attend Operation Skyhook in Pine Bluff, Arkansas this year sponsored by the Black Pilots of America. While there, they were exposed to career opportunities in aviation, co-piloted a single engine airplane and experienced the mentorship of minority pilots.

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“Reflections from Earth Orbit”

SIGNED by author Captain Winston Scott

US Navy Retired



A book about life as told through the memories, or reflections, of the author navy Captain Winston Scott. These reflections were prompted by events that occurred during two space shuttle missions as a NASA astronaut aboard the space shuttles Endeavour and Columbia.

It has been written that Capt. Scott’s journey to the stars is a testament to perseverance and vision. Reflections is his attempt to share some of the experiences that drove him to overcome his life’s obstacles and become one of a select few who journeyed beyond the bonds of earth into outer space.

Through Reflections, the Scott truly takes us into space. He vividly describes life in space, emphasizing the everyday aspects of living. As his memory is jogged by an event in space, Capt. Scott relates a fascinating story with lessons learned from his past. He has succeeded in capturing the essence of life in space and sharing the space flight experience with the reader.

Although not every chapter follows this exact format, e.g. Where Have You Gone Sky King, Reflections will entertain, educate, and inspire a general audience. In other words, one does not have to be a space enthusiast to enjoy Reflections.



Winston and Marilyn Scott in their L-39

REGISTRATION FORM

**2005 BPA Operation Skyhook
May 26-30, 2005
Grider Field Airport (PBF)
"Home of the Black Pilots of America"
Pine Bluff, Arkansas
www.Bpaplots.org**

FEATURING

National Fly-In Competition, Aircraft Static Displays, Youth Airplane Rides, Hospitality, Special Commemorative "Bessie Coleman" Play, Banquet, and Top Gun Awards

REGISTRATION FEES (Early Bird Registration Specials)

\$120.00 BPA Members, \$155.00 Non-BPA Members \$55.00 - Future Aviators (10-18 years of age)

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

"Note: A \$20.00 Late Fee will be assessed for any Registration Postmarked later than May 11, 2005"

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

HOTEL ARRANGEMENTS

Royal Arkansas Suites and Hotels, #2 Convention Center Drive, **\$65.00 per Room**
Telephone – (870) 535-3111 "Black Pilots of America Memorial Day Fly-In"

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

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

Name: _____ BPA# _____ Date of Arrival: _____

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:



2005 Operation Skyhook

Schedule

Thursday, May 26	15:00	Registration Opens @ Airport
	18:30	<i>Reception – Sponsored by: City of Pine Bluff</i>
	20:00	Entertainment and Dinner @ Y-Knots Jazz Club (Entrance Fee)
Friday, May 27	07:00	FAA Briefing @ Grider Field
	10:00	Flour Bomb Drop Competition
	16:30	Young Aviator Airplane Rides
	18:30	Southern Cuisine @ Harbor Oaks Golf Resort
	20:30	Hospitality @ Hotel
Saturday, May 28	08:30	Registration/Competition Continues
	16:00	Young Aviator Airplane Rides
	18:00	Annual Membership Meeting @ Hotel
	19:30	Hospital – Bessie Coleman Entertainment Play
	20:30	Hospitality
Sunday, May 29	08:30	Competition Continues
	15:30	Young Aviator Airplane Rides
	19:30	Awards Banquet – Pine Bluff Convention Center Speaker, Patrica “Patti” Grace Smith
	21:30	Hospitality
Monday, May 30	07:30	Departures

**Black Pilots of America
2005 Flight Competition Form**

Name: _____ Date: _____

Chapter: _____

CallSign: _____ (i.e. Eagle # 1)

Certificate # _____ (Circle One Type): Student Private Commercial ATP

Competitive Events

Flour Bomb Drop - Aircraft Type: _____ A/C Number: _____

Balloon Bursting - Aircraft Type: _____ A/C Number: _____

Spot Landing (PO) - Aircraft Type: _____ A/C Number: _____

Pylons - Aircraft Type: _____ A/C Number: _____

Formation Flying - Aircraft Type: _____ A/C Number: _____

Aircraft Type: _____ A/C Number: _____

Aircraft Type: _____ A/C Number: _____

Formation Leader's Call Sign: _____

Note: You must hold a Commercial or Higher Certificate to compete in the pylon event. Private pilot certificate holder must present a waiver signed by a CFI to participate in the pylon event. The waiver must be attached to this registration form. All events require that you have a current FAA Medical.

WAIVER REQUIRED FOR PRIVATE PILOTS

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

The Fly-In Rules Committee requires that all Private Pilots that 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 Private Pilot will not be allowed to participate in this event.

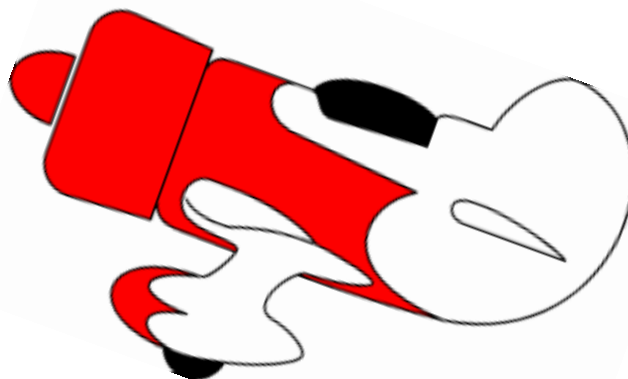
This form may be used as a required waiver:

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 .

Flight Instructor's Signature: _____

Certificate Number: _____



SUNSHINE CORNER

By: June Marsh

2005 BPA, Inc. SUNSHINE COMMITTEE

Chairman: June Marsh "Sunshine" Fly Girl "Lady" June Bird), Bronze Eagles, TX

Chaplain: John Hicks, Tuskegee, AL

Member: Sandra Cherry, J.H. Greene Chapter, OK

Member: Eula Guidry, Bronze Eagles, TX

"Let the Sunshine In"

May our BPA "Light" continue to give you joy and peace!

The Black Pilots of America, Inc. would like to send cheers, cares and prayers to our Members and their families.

Sympathy: "God Bless!" –

Loss of Mrs. Gracie Thomas (Widow of Deceased Member Elton Ray Thomas - Bronze Eagles of TX Founder);

Dave Alexander, III (& Family) Bronze Eagles - Loss of Mother, Mrs. Pearl Douglas;

Joe Holt & Family, Albert. E. Forsythe - Loss of Mother Mrs. Susan S. Holt;

Ron Lisberg, CA-Redtails – Loss of Brother;

Wejay & Pat Bundara Bronze Eagles – Loss of Sister;

Phillip Moore, Bronze Eagles – Loss of Son & Father;

Juan Haygood, Gilbert Cargill Chapter – Loss of Mother

Get Well: "Heal Soon!" –

George Johnson, Wichita Jayhawks;

Mrs. Betty Green – Capt. James Green, Tulsa, OK (Wife);

Ms. Armentha Russell - St. Louis Chapter;

Horace Noble - Las Vegas, NV/ CA Redtails;

Leslee Stadford - CA-Redtails; Tim Toller, CA-Redtails.

Wedding: "Congrats!" –

Bill and Loree Morgan, St. Louis Chapter-Congrats – Wedding 12/04/04;

Elliott Perry & Jayne Richey, Bronze Eagles-Congrats – Wedding 12/04/04

Birth: "Good Luck!" –

Les Morris, J.W. Bragg Chapter – New Grandson;

Lisa Gordon, Bronze Eagles – New Son.

Congratulations:

Bronze Eagle -"Aviatrix"- Fly Girl Marlo Graves on Your Solo!

BPA, Inc. Chapter Officials:

Please appoint a Sunshine Rep for your Chapter to inform the Sunshine Committee of the notable happenings your Members and their immediate families. Thank you.

BPA, Inc. Sunshine Chapter Reps:

Please continue to submit your "Sunshine" News to:

Sunshine Committee Chairman June Marsh

Email: jemarsh@sbcglobal.net -or- Ph: 713-795-0775

Please give full details: event, name, address, phone, email, etc...

Continued from page 4 President's Corner

way for them to see that our communication has improved. There is no way to understand why members do not renew without speaking directly to them or informing them of ways to communicate with us. Please take this as my challenge to you and your local chapter members, bring a new member and an inactive member to a local meeting. The Executive Committee will be focused with support.

Last, but certainly not least, continue to support the "ATIS" Newsletter Committee (Eugene Stanley, Editor eestanleysr@verizon.net and Les Morris, Publisher bronzeagle@cox.net and Rufus Hunt, Chapter at Large, Reporter 773-785-9015). Also visit our newly revised website (Derek Greir, Draper Chapter, PA, Eric Williams and Ron Lisberg, California Redtails). The "ATIS" Newsletter and Website Committees have done an outstanding job. Your involvement and continued support by submitting suggestions, visiting the website often with updates, making constructive suggestions and submitting newsletter articles to Eugene Stanley in a timely manner will result in a quality information media. Newsletter deadlines will be published in each edition. Fly'em safe and continue to support Black Pilots of America, Inc.!!

Palmer Sullins, Jr.

palmersullins@cs.com

Continued from page 1 The El Paso Slapdown

Soon where there were the stars, it was now total darkness and we were in the clouds. Everything around us turned pitch black, again it is pucker time. Using the 295 GPS I had on the yoke and the flash lights we had in the plane I manage to stay on course and at altitude. We are now one hour into the flight and I found myself really struggling to concentrate on the task. As always reality sets in and I snapped back.

As we neared the San Antonio area, the airway would take us to within a few miles of the Austin and San Antonio air space. I had to make sure we stayed clear of those. Completing that task, I pointed the plane toward the Seeds intersection on the south side of San Marcus, Texas. I looked at the airspeed indicator and noticed that we were clicking along at 170 knots. I couldn't help but say "Eat your Heart out Tumble Weed" At our speed I knew we would be coming into Houston with the next forty five to fifty minute. I needed to start planning what to do.

In my mind I revisited the procedure for a localizer 9 approach into airport. The worse part of a situation like this is the mental strain you have to go through. I have flown in the clouds for much longer periods, but at night and no electrical power, well that was a horse of a different color. Nevertheless, the approach and landing would have to be the best I have every made; our lives depended on it.

Forty minutes had passed and were now 30 miles from the airport and it was time to start down. In my mind it would be like so many other times coming into the airport. I reduced the power and pushed the nose of the plane downward into the still dark skies, and home. There would not be a second chance; it would have to be right the first time. I can't tell how long it took to reach 2000 feet, because I was too busy to look at my watch; however, I will tell you it felt like an eternity. Five miles from the airport were at 2000 feet and I held the plane at that altitude for a few moments to get my self together for the final few miles.

This is one of those times when I was glad TWA had the Johnson Bar. For those of you who have the electric gear, this Mooney has a manual gear. I dropped the gear and went through the landing check list. From the looks of everything around us, it was foggy and now visibility would be bad. What else could go wrong? I took a deep breath and trimmed the plane for three hundred feet per minute and started down. Closer and closer to the airport we got but saw nothing. Finally at one mile from the airport we spotted the runway lights in front of us. Do I have to tell you how we felt? Now, if I can get this mighty machine; this wonder friend, who took care of us on the ground without landing lights. In my mind this should be a breeze considering everything else we had been through. I made a final landing procedure check, and pointed the Mooney toward the center of the runway. Moments later, the plane settled on the hard surface with the sound an ant moving over cotton. Once we reached the FBO and called the FAA, then we gave thanks to the one who truly flew the plane.

Is there a lesson in this? You bet, be prepared; carry back up everything and Practice, Practice, Practice. **You never know when it will happen to you.**

BLACK PILOTS OF AMERICA, INC.
International Black Aerospace Council (IBAC) Activities Report
January 2005
By: Gene Stanley - IBAC Representative

The stated objective of incoming BPA President Palmer Sullins is "to increase BPA's involvement, influence and visibility with the International Black Aerospace Council (IBAC) for the purpose of maintaining and increasing revenue flows to support current and future BPA projects and activities". To that end, I have served as the BPA representative to IBAC and have attended several face to face and conference call meetings. The following items are a capsule of those meetings and activities.

At each meeting roll call was held and representatives of attending organizations were introduced. In attendance at various times were representatives of the Bessie Coleman Foundation, BPA, NAI, NBCFE, OBAP, TAI and USABAA.

A new conference call line and procedure has been established. The call in number is 888-487-6444, has capacity to handle 50 callers and is always live. The pass code is 316129. The calls are scheduled monthly and began in September, 2004 with the objective of fostering timely information gathering, discussion and dissemination.

There is an initiative underway to obtain some available USAF Aircraft assets in the form of 100 non –operational 260 hp T3 trainers. Brian Smith – President TAI is spearheading the effort and is attempting to get them using TAI's "Museum" status to overcome existing restrictions.

The next item was the financial report showing a total of \$ 81,250 being received from Raytheon in the years 2003 and 2004 and its disbursement. (Financial and asset reports for 2002 and 2003 were forwarded to BPA President and Vice-President Palmer Sullins and Juan Haygood respectively).

Funds request letters were submitted to the council. BPA's request was accompanied by a CD presentation of the 2004 Summer Flight Academy. A follow-up letter addressing the status of BPA's request for funding is being prepared by BPA President Palmer Sullins and me. General Leon Johnson identified a need to find additional resources for challenge grants before the grants we have dry up. Meetings have been held with Wal-Mart and additional sessions are being scheduled to work out details.

Additional items discussed from the agendas and from the floor were:

- 2005 activities planned by council member organizations
- 2006 IBAC member convention to be held in August 2006 in the Western US. Time and location to be determined by IBAC reps. **
- Suggestions were fielded on how to make IBAC a more effective organization including a paid Project Manager and dedicated Council reps.
- A suggestion was made by Gen. Johnson to send an IBAC rep to the Women In Aviation activity in Dallas during March to use them as a future organizational model for IBAC.
- The Air Force is looking for a Black pilot with tail dragger time to fly a vintage P51 Mustang (red tail) in air shows.
- There is going to be a major hiring push for FAA Air Traffic Controllers over the next three years.
- TAI would like to sponsor an air race from Pine Bluff, Arkansas to Tuskegee, Alabama during Memorial day weekend to draw attention to the Tuskegee Airmen Museum .
- I requested that NAI furnish additional and specific information about their grant program in Florida since it named quite a few of IBAC member organizations including BPA as participants or resources. As of this date, the information has not been submitted.

** In November 2004, I served as part of a team of IBAC reps charged with visiting four prospective 2006 Joint Meeting sites in Las Vegas, Nevada and one site located in Phoenix, Arizona. The identification of the sites and the subsequent visits were on a very tight timetable. In fact, we visited all five locations in two days. On January 30th and 31st, 2005 a meeting of the 2006 Joint Meeting Site team has been scheduled by General Johnson in Phoenix, Arizona to finalize the decision on the meeting site based upon the merits of the proposals and site visit information.

During the January 30th – 31st meetings Phoenix, Arizona was chosen as the 2006 joint meeting site.

Although small in comparison to some of the other IBAC member organizations, BPA has played a very active part in addressing issues, structure and direction.

Additional information will be forwarded as it becomes available.

2005 BPA "Les Morris" Summer Flight Academy

The BPA Summer Flight Academy will be held at Texas Southern University in Houston, TX. The Students should arrive at the BPA Summer Flight Academy on Saturday, July 9, 2005 and will depart the Academy on Saturday, July 23, 2005. Those Students arriving via commercial airline should fly to Houston International Airport, or Hobby Airport, Houston, TX. There, they will be met by the BPA staff. Further arrival information will be included in the registration information.

Students who complete the course and at the approval and supervision of the instructor may be allowed to perform a solo flight of the aircraft. The fee for the 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. An application can be found on page 17 of this newsletter or an application can also be completed on our web site at www.bpapilots.org

Proof of Citizenship

Any U.S. citizen applying for training to be used towards a recreational, sport pilot, private pilot (single or multiengine) certificate, multiengine rating at any level, or instrument rating, in an aircraft weighing less than 12,500 pounds must present the flight school or flight instructor with evidence of U.S. citizenship. Evidence may be shown by one of the following:

- Valid unexpired U.S. passport
- Original birth certificate of the United States, American Samoa, or Swains Island, and government-issued picture ID
- Original U.S. naturalization or citizenship certificate (Form N-550 or N-570) with raised seal and government-issued picture ID
- Original certificate of U.S. citizenship with raised seal (Form N-560 or N-561), or a Certificate of Repatriation (Form N-581), and government-issued picture ID
- Original certification of birth abroad with raised seal (Form FS-545 or DS-1350) and government-issued picture ID.

A copy of proof of citizenship MUST accompany the application

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 deposit will be made if the request, in writing, is received at the above address or at bronzeeagle@cox.net 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.

To: All BPA Members
From: Theresa White
Subject: My Sincere Thank You

Greetings and Happy New Year,

I would like to take a moment to say thank you for electing me as Secretary of BPA, Inc. You have my commitment to serve in this Office, for the next three years, to the best of my ability.

I'm looking forward to working with all of you, and the newly elected Executive Board Members. Please remember that we are only as successful as you make us; therefore, I'm asking for your continued support in taking BPA to the next level.

Respectfully,
Theresa



BPA

BLACK PILOTS of AMERICA

P.O. Box 1295 Green Valley, AZ 85622

Summer Flight Academy Application

First Name	M.I.	Last Name	Jr./Sr.
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Street Address	Apt.	City	State Zip
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Home Phone	Age	Date of Birth	Height Weight Sex Internet Address
() <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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? _____
TSA Requires proof of U.S. citizenship prior to start of flight training. A copy of proof MUST accompany this application (See back of application)
 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
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Street Address	Apt.	City	State Zip
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Home Phone	Business Phone	Ext.	Emergency Phone Ext.
() <input type="text"/>	() <input type="text"/>	<input type="text"/>	() <input type="text"/>

Sponsor / Chapter Information

First Name	Last Name	Jr./Sr.	BPA Chapter
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Street Address	Apt.	City	State Zip
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Home Phone	Business Phone	Ext.	Emergency Phone Ext.
() <input type="text"/>	() <input type="text"/>	<input type="text"/>	() <input type="text"/>

* * * 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 10 - 24, 2004, 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 fold

TSA Citizenship Requirements

Any U.S. citizen applying for training to be used towards a **recreational, sport pilot, private pilot (single or multiengine) certificate, multiengine rating at any level, or instrument rating**, in an aircraft weighing less than 12,500 pounds must present the flight school or flight instructor with evidence of U.S. citizenship. Evidence may be shown by one of the following:

- Valid unexpired U.S. passport
- Original birth certificate of the United States, American Samoa, or Swains Island, and government-issued picture ID
- Original U.S. naturalization or citizenship certificate (Form N-550 or N-570) with raised seal and government-issued picture ID
- Original certificate of U.S. citizenship with raised seal (Form N-560 or N-561), or a Certificate of Repatriation (Form N-581), and government-issued picture ID
- Original certification of birth abroad with raised seal (Form FS-545 or DS-1350) and government-issued picture ID.

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

Black Pilots of America

National Membership Meeting

August 11-14, 2005

Hosted by

Roscoe Draper Chapter

Philadelphia, PA

Hotel Information

Airport Sheraton Suites Hotel

Reservations (800) 325-3535

4101 B Island Avenue, Philadelphia, Pennsylvania, 19153

Suite Rates \$109 a night

Including Breakfast for 2

Early Registration Fee (before July 4, 2005)

\$150 Members & \$200 Non Members

After July 4, 2005

\$175 Members & \$200 Non Members

(We offer Full Refund minus our deposit cost if something comes up)

Come Feel Alive in

There is so much to do here in Philly that we are trying to figure out how we are going to fit it in just 1 weekend, meeting does not have to be that long, right?

MUSIC, SITES, FOOD, ENTERTAINMENT, CULTURE

Look for our easy online registration application @ www.BPAPilots.org or call (215) 677-6711 today.

Early registration participants are entered into a special prize drawing!!

