



# BPA

# BLACK PILOTS of AMERICA

October 2006

## BPA ATIS



TEAMWORK THE KEY TO SUCCESS  
BPA SUMMER MEMBERSHIP MEETING  
PHOENIX, ARIZONA  
AUGUST 3rd, 4<sup>th</sup> and 5<sup>th</sup>

By: Gene Stanley – BPA/IBAC Representative

There was something for everyone at our 2006 Summer Membership Meeting. Most notably was the high level of excitement, interaction and support during the joint conference activities with members of IBAC.

The International Black Aerospace Council (IBAC) was founded in 1996 and works to facilitate opportunities for blacks in transportation, aviation, and aerospace. IBAC is a consortium of member organizations representing every major branch and career option in aviation and aerospace. These organizations' collective membership includes many of the active and former black pilots and aviation professionals in our nation. The member organizations include:

- The Bessie Coleman Foundation
- Black Pilots of America Inc.
- National Coalition of Federal Aviation Employees
- Negro Airmen International
- Organization of Black Airline Pilots
- Tuskegee Airmen International
- US Army Black Aviation Association

The interaction, level of cooperation and support necessary to successfully produce an activity serving over 1300 attendees was truly outstanding to observe, participate in and be one of the planners.

The major challenge for BPA was to host a National Membership Meeting in a city without a host Chapter. This is where the members of BPA showed what they were made of. They are made of the "right Stuff".

I sent out a call for help and it was answered loud, clear and on time.

To support BPA's participation in the Tuskegee Airmen's (TAI) Youth Luncheon and activities Althea Smith brought six students from Colorado whose airfare was sponsored by Frontier Airlines and whose lodging was provided by TAI.

Ron Lisberg obtained and flew recognition mementoes that were presented to Summer Flight Academy (SFA) staff members and supporters for their support of youth in aviation past, present and the future through the SFA at the BPA Summer Membership Meeting Recognition Banquet.



June Marsh, Fred Lewis and Mark Thompson did an outstanding job of designing, arranging and supplying the photographs for the BPA exhibit. The exhibit was staffed by Palmer Sullins, Esperanza Sullins, W.J. and Earline Parker, Mark Thompson, Ron Lisberg, June Marsh, Guinn Lisberg, Hubert Looney, Cassandra Smalls, Dan Spicer and Harriett Stanley.

Fred Lewis did everything there was to be done for our audio visual needs and then some. Fred created DVDs of the SFA and Skyhook, had them flown to Arizona by Hubert Looney and served as "audio operator" whenever and wherever needed.

**Continued on page 6**



**Black Pilots  
of America,  
Inc.  
Founded  
1997**

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

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**Deadline for March 24,  
2007**

## President's Corner

Aloha BPA! No, I am not in Hawaii but on a wet Louisiana bayou. That's my trusty Cessna 185 seaplane which gets me where I need to go every day. It has an IO-550 engine. It has a Goodrich 930 Storm Scope, Garmin 430 GPS and the top of the line fire extinguisher. The fire extinguisher is my pride and joy because it saved my life when I experienced an in flight fire last year. Practicing emergency procedures and knowing where to find it without looking for it paid off. When was the last time you tried to locate something with yours eyes closed? Chafing electrical lines caused my problem. Faulty fuel lines were discovered later. Perform a thorough preflight.



With all of that cockpit equipment, the plane does not have wheels. It is a straight float airplane. So, what procedures do I execute after shooting a perfect instrument approach in IFR conditions to a hard surface runway? Stay tuned. The answer will be in the next newsletter. Come on down to the bayou for a different kind of flight experience.

Our great organization continues to receive national acclaim with its activities and dedication to exposing youth to the field of aviation. Along with that, our members have enjoyed opportunities to improve their personal skills as well as provide civil support to various communities where chapters are located. I encourage members to continue to be positive role models for youth. Take a kid for a ride in an airplane.

The recent annual August General Membership Meeting held in Phoenix, AZ this year was a complete success. It was a rare opportunity for all members/chapters of the International Black Aerospace Council (IBAC), which BPA is an integral participant to fellowship. A special thank you goes to Gene Stanley for taking charge and making himself available to participate in on sight planning conducted over the past two years. This event has resulted in revenue for the support of the "Les Morris" Summer Flight Academy.

There were others working behind the scenes to make this a success. Thanks to Theresa White for providing expertise in event planning and making certain that the right questions were asked and answered by the hotel about planning for an outstanding banquet. Ron and Guinn Lisberg worked diligently in planning for a successful tennis tournament and providing registration information. They also transported trophies and hospitality items in "Tumble Weed", their Cessna Cardinal. Members from all organizations visited our hospitality suite and expressed how impressed they were with BPA.

Mark Thomas provided great pictures for the display. I have asked him to serve as the official BPA photographer on the Information Management Committee. Others who chipped in to spread the BPA word at the convention hall display included W.J. "Crook" and Earline Parker, Dan Spicer, June Marsh, Esperanza Sullins, Cassandra Smalls and other members who helped out. What a special time for all of us. With over 1,100 in attendance, we got a lot of exposure.

Althea Smith brought six students from Colorado. I have asked her to chair the Youth Retention/Recruitment and Fundraising Committees. She has demonstrated success and will need your support in making these committees function to provide BPA resources and life blood for our future existence. Give her your support and ideas.

It was a proud moment for me to present the Founders Award to Les Morris. He has been a cornerstone for BPA and was so recognized. Les' legacy was accented by other organizations which also acknowledged his accomplishments and was a role model for many members who currently fly for airlines and are members of Organization of Black Airline Pilots (OBAP). Fred Lewis provided the Lewis/Shivers 2005 and 2006 SFA CDs which turned the place out. There were only praises for the outstanding work at SFA. The CD

told the story and brought tears to the eyes of many.

We spent Saturday morning in the annual membership meeting. We touched on all agenda topics which will be in the minutes due out in October. Thanks to all who attended. From the response indicated, all enjoyed the company of each other as well as other Black aviation IBAC members and touching the hands of the remaining Tuskegee Airmen. Congratulations to LT GEN Russell Davis for being elected President of the Tuskegee Airmen. **Palmer Sullins, Jr., President**

**The Black Pilots of America Incorporated Founders Award**  
**By Gene Stanley**

The first Summer Flight Academy was created in 1971 while Les was a member of BPA's seed organization the original Negro Airmen International. The idea of a Summer Flight Academy was formed after a NAI meeting in St. Croix, U.S. Virgin Islands and took form with six students at Tuskegee, Alabama. It was definitely an infant learning to walk.

Les took over the SFA in 1972 and provided the necessary fine tuning. Regrettably, the SFA had to be cancelled in 1974 due to the fuel crisis. The SFA bounced back under Les' leadership in 1975 with a record 48 students and continued to run until 1989.

In 1997 the Black Pilots of America Inc. was formed. In July, 1997 the SFA was reestablished with 14 youngsters at the University of Arkansas – Pine Bluff and Les continued to run it. He had to overcome a lot of obstacles including a lack of resources. But, one thing that was never lacking was the dedication of Les and his SFA staff. For example, Theos McKinney once drove 24 hours straight from Atlantic City, New Jersey to Pine Bluff, Arkansas to support Les and take the place of an instructor that had gotten ill. Classes began that Monday as scheduled.

In 1998 the SFA moved to Farr Memorial College located in Miami, Florida. Technical and logistical support including instruction was provided by members of the South Florida Chapter of BPA.

Moving forward, in 2002 the SFA moved to Texas Southern University located in Houston, Texas. There members of the Bronze Eagle Chapter of BPA have served as technical and logistical support in addition to brokering an agreement with the University and local resources to provide key services to the SFA including food, lodging and fuel for flight training.



Under Les Morris' leadership the SFA has benefited from its greatest resource, its students. Several have gone on to become commercial pilots and ambassadors for the SFA.

One of the greatest testaments to the success of the SFA is the return of former SFA students like Dawn Wanser who completed the SFA in 1997, returned as a ground school and flight instructor each year afterward and is currently a First Officer with one of US Air's Commuter lines. This year SFA attendee Evan Stewart from the John W. Greene, Jr. Chapter returned to the SFA as an intern.

The constant ingredient throughout the years of change and growth of the SFA has been the leadership, dedication and status of role model of BPA's honoree Les Morris.

Les spent 50 years in the aviation industry. He first flew a Piper Cub at Zahn's airport in 1954. In 1957, he joined the Air Force as an Air National Guard pilot and flew T-34, T-28, T-33 and F-86. In 1959, he became an Air Traffic Controller and advanced to the position of Radar Controller and Crew Instructor before leaving the FAA in 1965.

In November 1965, Les became the first African American pilot with Eastern Airlines. During his 26 years with Eastern he flew the L-1049, DC-8, B-727, L-1011 and B-757. In 1978, he became a Captain on the B-727 and six months later he was approved as a Check Pilot by the FAA and became a Manager of Flying for Eastern. He later flew the B-757 as a Captain and Manager of Flying. In 1991, he retired from Eastern Airlines and became the Chief Pilot for the Pan Am Shuttle. He was later given the additional responsibility of Director of Technical Services thereby becoming responsible for all Technical Operations at Pan Am Shuttle.

During his 52 years in the aviation community, he has given more than 7000 hours of flight instruction in everything from the Cessna 150 to the B-757. After the Pan Am Shuttle was purchased by another airline, he became a flight instructor on the Falcon 900 with Flight Safety Inc. He gave flight instruction in the simulator and aircraft until he moved to Arizona in 1994. He presently flies and instructs on the Lear 60 for Flight Safety in Tucson.

In 1997 Black Pilots of America was formed and he served as President for two years. In 1998 he started the Janet W. Bragg Chapter of BPA in Tucson. They created the Young Golden Wings program where their students earn their Private Pilot License during their summer vacation. And he still finds the time and dedication to lead what is now officially named "The Les Morris BPA Summer Flight Academy.

I present to you BPAs first recipient of the Black Pilots of America Incorporated's Founder's Award, Les Morris

**Aviatrix “Fly Girls” Go Sky High!**  
**Article written by BPA, Inc. “Sunshine Fly Girl”**  
**“Lady” June Bird**  
**Bronze Eagles Flying Club of Texas, Inc. Secretary**

Aviation enthusiasms begin mostly with children at a young age. Afterwards, it sky rockets into a dream of reality for some. In the past and present, males dominate our aviation fields but now the windows of opportunity for females to excel in these areas are vastly open. More and more females are taking to the air and rising above the stars.

This past summer was fascinating for three of our female Black Pilots of America, Inc. Les Morris Summer Flight Academy students. Their dreams became a reality. Their aviation experience at the summer flight academy was soaring and their aviation exposure was a great victory of knowledge. Each girl had a different story but their vision is the same. “I want to learn how to fly!”

“Fly Girl” Christina Farfan, Age 15, Irvine High School, Irvine, CA

At age of 11, I received a free flight in a Bell 212 helicopter for 2.5 hours and I was completely hooked on flying. After my flight, I became a member of Tomorrows Aeronautical Museum and received 11.1 hours of flight training from the pilot program.

At age 12, I became a member of EAA Chapter 96 and volunteered for the Young Eagles Program and received flight training from fellow pilot friends.

At age 13, I was nominated and sponsored to attend the EAA Air Academy Camp in Oshkosh, WI. Instead of flying commercial, I decided to fly myself to summer camp. Since I did not have the financial resources, I had a very successful 3-month long fundraising campaign raising \$7,895.00 to rent a plane, hire an instructor, pay for fuel, lodgings, food, etc...

One month before my flight, I found out that I was breaking a record as the youngest Latino female pilot to fly over 3000 miles across the U.S.

My amazing journey: we departed on June 23<sup>rd</sup>, 2006. We landed in Leadville, CO (the highest airport in North America), stayed in Denver, CO and flew IS actual IFR into Nebraska and landed in Oshkosh on June 24<sup>th</sup>. I attended the EAA camp for 4 days. We left July 1<sup>st</sup> and landed in Denver, CO. We had a lay over because of thunderstorms. I arrived home on July 3<sup>rd</sup>, 2006, flying a total of 31 hours.

Later, I received congratulatory letters from President George W. Bush, the House of Representatives, Senators, Governors, Mayors and the general public regarding my great accomplishment. I became Parade Marshall for the Compton Xmas Parade and Bellflower Liberty Parade. I received a \$2,500.00 college scholarship from Toyota and pilot equipment. Since this miraculous achievement, I have continued my flight training and I am doing excellent in school.

My future goals and achievements: on my 17<sup>th</sup> birthday, I plan to receive my pilot’s license! Currently, I am in preparation to attend the USAF Academy in Colorado Springs, CO and later receive a degree in Aeronautical Engineering.

My career in aviation is to become the highest ranked USAF Fighter Pilot. “Clear Prop!”

“Fly Girl” De’Carla Greaves, Age 16, Sterling High School, Houston, TX

I want to learn how to fly because when you are in the air, it feels like all of your worries and stress is gone. You are looking down on all of the cities and it is truly very beautiful. Learning how to fly is the absolute one thing you will never forget once you have partaken in the experience. It is a minimum amount of female pilots and when I say I am a student pilot, heads turn in a snap. It is a wonderful feeling knowing that I am on my way to become a pilot. Another reason why I want to learn how to fly is to stand proud and shine.

In my freshman year, I became interested in aviation at Sterling High School. My mother registered me in the Aviation Magnet Program, the cream of the crop studies. Finally, the thing that clicked for me into the love for aviation was my first flight. It was an amazing joy! I felt wonderful, except for the initial motion sickness. I overcame this queasiness and now my greatest passion is flying.

My future goals and achievements in aviation will be to obtain all of my ratings by first getting my private pilot's license and continue from there going all of the way without stopping. My long-term goal is to become a Captain with one of the major airlines, regardless of my short height. Everyone calls me "Lil'-Bit" but I still plan to strive to achieve this feat.

My dreams are extremely high and sometimes I think of what my destiny has in store for me. Will I be able to accomplish all of my dreams? Living in Houston, I am considering attending college at Texas Southern University because they have a great Airway Science program.

Also, along with aviation, I plan to major in business because in the future, I want to own a chain of fancy, elegant hotels, open a chain of restaurants serving exotic foods and other eye openers. Right now the fields are unlimited for me and I fancy all kinds of endeavors, such as becoming a doctor, nurse, an aviation mechanic, and in my later years I would love to own my own airport and a major airline. Wow! With God, all things are possible.

Entertainment is also included in my dreams. I want to continue my drumming talents. I am determined to be the best drummer ever! I currently play for my church every Sunday and the Youth Choir every 3<sup>rd</sup> Sunday.

My special dreams beyond the horizons are to become a racecar driver or a secret FBI Agent because of their cool gadgets. I am "Pushing the Envelope and Climbing!"

"Fly Girl" Breanna McCray, Age 18, Seattle, WA

I want to learn how to fly because always, since I can remember, wanted to know how to fly. I can truly say that I was first interested in aviation when I was 8 years old. This is a wonderful memory for me.

My future goals and achievements are to finish college and become a commercial airline pilot.  
"Wings Beyond the Heavens!"

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Personal Note: Congratulations and good luck to our SFA "Fly Girls" going "Sky high"! The Black Pilots of America, Inc. Organization is proud of you. May your future accomplishments in the aviation field continue to be dynamic. It was so nice meeting you and may all of your dreams come true! Remember, victory is always up, so look to the sky and fly high! *jem*

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BPA, Inc. Aviatrix "Fly Girls" Comments:

Mrs. A. ("Pappy") White, Houston, TX: **First African-American woman to receive her pilot's license in Texas. Even now, at a blessed active age of 93, Mrs. White still encourages youth to take to the air, rise above the clouds and rocket their dreams in all phases of aviation. We love you Mrs. A.**

**Althea Smith, Colorado Springs, CO:** "I suggest that all local aviation clubs across the country put "Fly Girls" on their agenda. Serious discussions about how to recruit, develop and retain minority women aviators is long overdue. This is very ironic, because as historians know, it was Bessie Coleman who in 1921 began her mission of encouraging men and women of color to enter the field of general aviation. She is why we're all pilots today."

#### Aviatrix "Fly Girls" Honorable Mentions:

"Lest We Not Forget..."

#### *From the African American Registry*

**1921 – Bessie Coleman ("Brave Bessie", Queen Bess):** First African-American woman aviator to qualify for an international pilot's license from the Federation Aeronautique Internationale and First African-American female "Stunt Flyer".

**1933 – Janet W. Bragg:** African-American aviator, nurse and nursing home proprietor. Enrolled in Aeronautical University ground school (Chicago, IL). Janet purchased her own plane, which she could rent out. **1934 –** Received her private pilots' license. **1943 –** Attended CPTP School at Tuskegee, AL and completed her written, passed her flight test but was refused her license. Janet then returned to Chicago and passed the test with ease.

**1935 – Willa Brown, MBA (Northwestern), CAA Certificate.** Willa earned her master mechanics certification from Aeronautical University (Chicago, IL). **1937 –** First African-American woman to earn a commercial pilot's license. Later, married Cornelius Coffey and the two formed the Coffey School of Aeronautics to train African-American pilots.

"Fly Safe"

## TRAINING FLIGHT!

By: Rayvon Williams

Reprinted from July 2006 issue of TRAINING FLIGHTS

### Private Pilots

I once saw some data that the average GA pilot flies 50 hours per year.....they certainly aren't Redtails. But considering cost and time it is understandable. However, not flying is a problem and can be dangerous. We must hone our skills every chance we get. So how do we fly more for less cost and keep our skills sharp?

One of the most cost effective training regimes you can start today is **flying the pattern at your home airport**, or if your home aerodrome is too busy pick an airport 50 nm away (get some x-country time!). Here's why: flying the pattern requires you to be on your game in all phases of flight. Think about it: you are taxing, communicating, checking the wind, maintaining directional control on the roll, rotating, looking for blue line, picking Vx or Vy, communicating, correcting climb, climbing turn, power management, level coordinated turn to downwind, more communication, more power management, GUMP check, descending turn to base, stabilized approach (normal, short, soft or crosswind) and working down to the flare.

INCLUDEPICTURE "http://upload.wikimedia.org/wikipedia/en/thumb/e/ef/Airport\_traffic\_pattern.jpg/550px-Airport\_traffic\_pattern.jpg" \\* MERGEFORMATINET

But wait, there's more. If you work this drill for an hour twice a month, you will be sharp on skills most pilots who only fly long cross countries get sloppy on. If you do it at night you will be current forever. So think about it next time the funds are low and the gas prices are high. **Fly the pattern, it is good practice and practice makes perfect.**

### Instrument Pilot

Single Pilot IFR? Ever do it? Think it is safe? AOPA's Air Safety foundation says on the whole GA pilots handle solo IFR quite well. I must admit that in my limited actual time (a little over 30 hours) I have found it to be a challenge....and I have an auto pilot, back-up AI, and a host of other back-up stuff.

However one of the best tools I have found for single pilot IFR is the **preparation before the flight!** Let me suggest something for the instrument-rated Redtails. Check out the AOPA on-line training tool at: [http://www.aopa.org/asf/online\\_courses/single\\_pilot\\_ifr/](http://www.aopa.org/asf/online_courses/single_pilot_ifr/). This is a great tool, please check it out.

Like so many things we do you can practice SP-IFR too! **Picking a time when the ceilings are low, the freezing level is reasonable and you don't have any flight pressures is a perfect time to practice your skills.** The WX briefing, reading the METARS, working with flight service and flying in the system when you can do it as part of a leisurely learning experience is an investment you will be glad you made on your next instrument flight.

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### Continued from page 1

Ron and Guinn Lisberg and several more California Redtails coordinated a successful tennis tournament, provided registration information and staffed the BPA hospitality suite.

Thanks to Cassandra Smalls for handling on-site registration and serving as my on-site liaison between IBAC and BPA during registration.

Thanks to Palmer Sullins for serving as presenter at the Chief Alfred Anderson Recognition Reception and Banquet honoring Les Morris as the first recipient of the BPA Founders Award.

Thanks to Theresa White for serving on the BPA/IBAC planning and providing her expertise in event planning committee.

Thank to Mark Thomas, Theresa White, Harriett Stanley and Delores Simon for helping me with the graphic, program and reproduction work.

There were others working and contributing to make this the success that it was and I apologize if I have inadvertently left your name off. My thanks go out to all of you.

As you can see the key to success was and is TEAMWORK.

Let's Do It Again!

## January 2007 Board of Directors Meeting

Hosted by your California Redtails

The Airtel Plaza Hotel January 12 – 15, Van Nuys, California  
On the grounds of the Van Nuys Airport (VNY)

The Redtails have planned a fun weekend for you

### Things we are working on

Seminars: Engine Management, Mountain Flying, IFR Scanning, Pinch Hitter Course

Tours: Getty Museum, Rodeo Drive Shopping, Stars Homes, Movie Studios, Flying Tours Athletics: Golf, Tennis and Gourmet Meals

*And of course some serious California style partying!*

Registration will cover all the costs for the weekend full of activities

### Registration Costs:

Members \$160 Non-Members \$180

Register before November 5, 2006 and get \$10 off the registration

Registration after December 31, 2006 pays \$10 more

Register online at the Redtails webpage

[www.california-redtails.org](http://www.california-redtails.org) or through the mail:

California Redtails

13408 Egbert Street

Sylmar, California 91342-1843

The headquarters hotel will be the Airtel Plaza Hotel

7277 Valjean Ave

Van Nuys, California 91406

1-800-2-AIRTEL or 1-818-997-7676

Or visit their website at [www.airtelplaza.com](http://www.airtelplaza.com)

**BPA Hats, Jackets, Pins, T-Shirts and Shirts will be available**

### Meeting Committee Contacts:

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## Redtail In The House

By: Ron Lisberg

I'm just recuperating from five days in the Valley of the Sun. As I grow older and experience things in the world less and less am I impressed, but the BPA - IBAC Joint Conference truly impressed me. From the start on Wednesday to when we left Sunday I did not hear a discouraging word or see a frown on a face of the people I saw. It was truly an event where everyone had this respect for each other. As I worked our booth Thursday and Friday on the convention floor everyone was like a long lost friend as they walked by. There was an air of solidarity, respect and brotherhood everywhere you went. Wow!

The say it was 1300+ folks there, though I believe there were more. The United States Air Force had a huge presence there and everywhere you looked there was a military officer, or a Sergeant with about 28 stripes on his arm smiling at you. The facility was one of the best I have been in. The hotel staff could not do enough for you. I was doing double duty as Operations Officer and President of the Redtails so if you called me and I didn't return your call I apologize.

The Redtails sponsored a Tennis Tournament on Thursday morning and Guin and a gentleman from the Tuskegee Airmen took the first place trophies. I will have to hand deliver the trophy to the gentleman in San Diego at the next meeting of the Tuskegee Airmen's San Diego chapter, if any of you want to join me going to the meeting to present the trophy to him let me know.

I am so proud of being a Redtail and being a part of this historic event!

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### BPA NEWSLETTER – Are you in it?

Fellow BPA members,

We know it is difficult to remember the publication schedule and cut off dates for submitting articles. Late submission of articles or non-submission of articles until reminded contributes to late production of the newsletter. Your help and support will help us meet our schedule.

#### Schedule of Publication

March 15<sup>th</sup> Issue Winter Meeting – Board of Directors

This issue covers the Winter Board Meeting activities, minutes, upcoming activities, various Chapter activities and proposals for Skyhook and the Summer Flight Academy. Articles must be submitted to Gene Stanley by February 24<sup>th</sup>.

June 30<sup>th</sup> Issue Operation Skyhook – Memorial Day Fly In

This issue covers Skyhook activities, meeting minutes, upcoming activities, various Chapter activities and proposals for the Summer Membership Meeting. Articles must be submitted to Gene Stanley by June 7<sup>th</sup>.

September 24<sup>th</sup> Issue This issue covers the Summer Membership Meeting activities, minutes, upcoming activities, various Chapter activities, results of the Summer Flight Academy and proposals for the Winter Board of Director's Meeting. Articles must be submitted to Gene Stanley by September 1<sup>st</sup>.

There may be occasions when time sensitive special events notification is needed to support or highlight National and Chapter activities that fall between the scheduled publication dates of the BPA Newsletter. To address those needs, special publications will be generated by the Newsletter committee called BPA NOTAMS.

#### Distribution

The newsletters and NOTAMS will be posted on the BPA Webpage. With your assistance, it is the objective of the Newsletter staff to reduce the expenses of publications by sending them out electronically. We ask that each Chapter President poll your members that do not have access to the internet and request the number of printed copies you will need to keep them informed. In the upcoming months we will gather and share information with BPA members on obtaining free and low cost e-mail services.

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## A Friendly 2007 Dues Reminder!

Thank you for dedicated support to the Black Pilots of America, Inc. We have had many great successes in 2006 as in prior years. Your participation has made this possible. Dues for 2007 are due October 1, 2006. You are requested to renew your valued membership now. Please contact your Chapter Treasurer or send dues to this office. Regular and Associate Membership -\$70; Student and Family Membership -\$20; Honorary Membership - None. *Remember to update your data when renewing* and include your membership number. The mailing address is BPA, Inc., P.O. Box 35038, Detroit, MI 48235. Call me if you have questions at 248-557-8524 or send emails to [vicepresident@bpapilots.org](mailto:vicepresident@bpapilots.org) Fly'em safe!!! Juan Haygood - Vice President/ Treasurer.