

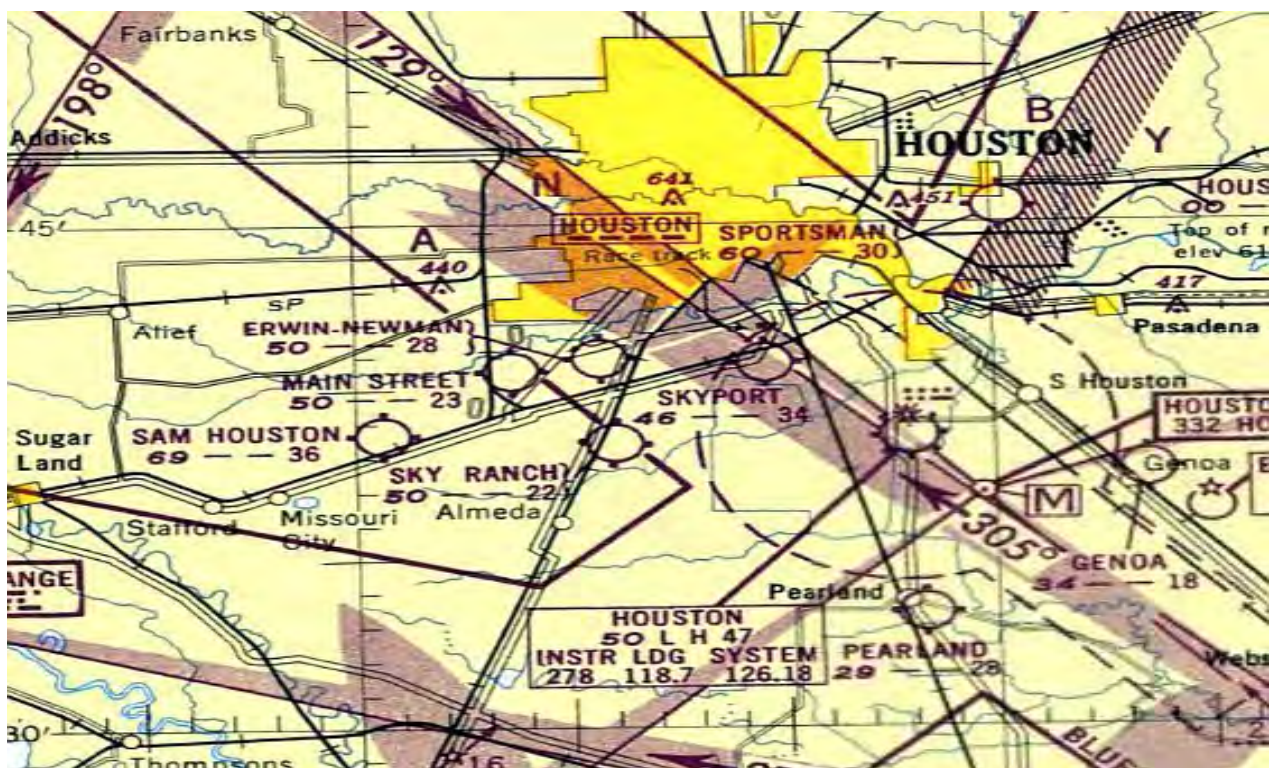


A few weeks ago, a distinguished-looking gentleman strolled out of the FBO at my home base, Houston Southwest Airport (AXH), as I was unloading from a flight. He introduced himself as Darrel Gaines, a member of the Bronze Eagles Flying Club of Texas. I'd never heard of it, but folks in flying clubs generally have the right idea. He said they were hosting a fly-in the next weekend at Ellington Field. Would I like to bring some kids by, or come by and fly some kids around? I couldn't commit on the spot, but, boy, had he come to the right place: I'm a sucker for taking kids flying....

A little diligence turned up that the flying club have been around longer than I have, and they're a big deal! The non-profit club was founded in 1967 by Tuskegee Airmen mechanic Hulon "Pappy" White, his wife Azellia White (one of the first African-American women to earn a pilot's license in the U.S. and two other former Tuskegee Airmen. The four had previously run the Sky Ranch Flying Service, which in the late 1940s served as a commercial and charter airport in south Houston for the segregated black community and provided instruction to veterans interested in flying. In 1985, the club assumed its current name and in 1997, the Bronze Eagles Flying Club of Texas, Inc. became a Chapter of the Black Pilots of America, Inc.



Sky Ranch Flying Service



Sky Ranch, on the 1948 Sectional Chart

One of the principal goals of the Bronze Eagles is “to provide opportunities to under-privileged youth to expand their interest in achieving aviation-related careers.” Among other things, the club provides scholarships for aviation training at BPA’s two-week

Summer Flight Academy, held annually at Houston Southwest Airport. The club also sponsors fly-ins with free familiarization flights and control tower tours for interested kids. The Bronze Eagles have a long-running partnership with NASA, and you can often find an astronaut or two at their fly-ins. The unassuming Gaines is also a stealth heavyweight: when not fulfilling his charge as State Chaplain for the Bronze Eagles, he performs software oversight for NASA’s Orion spacecraft, Space X’s Dragon II and Boeing’s Starliner. The coming weekend was not just some random fly-in; it was the first post-pandemic occurrence of the long-running Dr. Jesse Hayes Annual Children’s Fly-In, former participants of which have gone on to become airline pilots, fighter pilots, and astronauts.

I confirmed to Darrel that I’d attend, and, early Saturday morning, made the short, 22-mile flight from AXH over to Ellington Field (EFD). The Bronze Eagles Flying Club of Texas graciously hosted the event, and I met Darrel, the other Bronze Eagle Members, and the half-dozen volunteer pilots there shortly after 8 a.m. Darryl Smith, Bronze Eagle officer and software testing expert at Boeing, gave a short pilot briefing and also described how we could help the few Boy Scouts attending to complete their aviation merit badge. With that, we joined the growing crowd outside for the opening remarks by Bronze Eagle Regional Chairman James Miller, who gave us pilots a rousing shout-out mid-speech. After that, it was out to the ramp to commit some aviation!



Aviation Merit Badge

Before the crowd could follow, Bronze Eagle volunteer and aviation enthusiast

Rev. Develous Bright caught up with me for a quick interview...



After that, the Summer Flight Academy trainees were on hand to corral the waiting kids to the planes safely. Some were literally hopping up and down with excitement! Although they were raring to go, each flight group (4 kids) got a short briefing before we loaded for takeoff (for these short flights, just the basics: seat belts, headsets, air vents, etc.). Some groups rock-paper-scissored for the co-pilot seat. Although there were Bronze Eagle volunteers marshaling the aircraft, when it's time to start the engine, kids always have a ball yelling out the door: "*Clear prop!*"

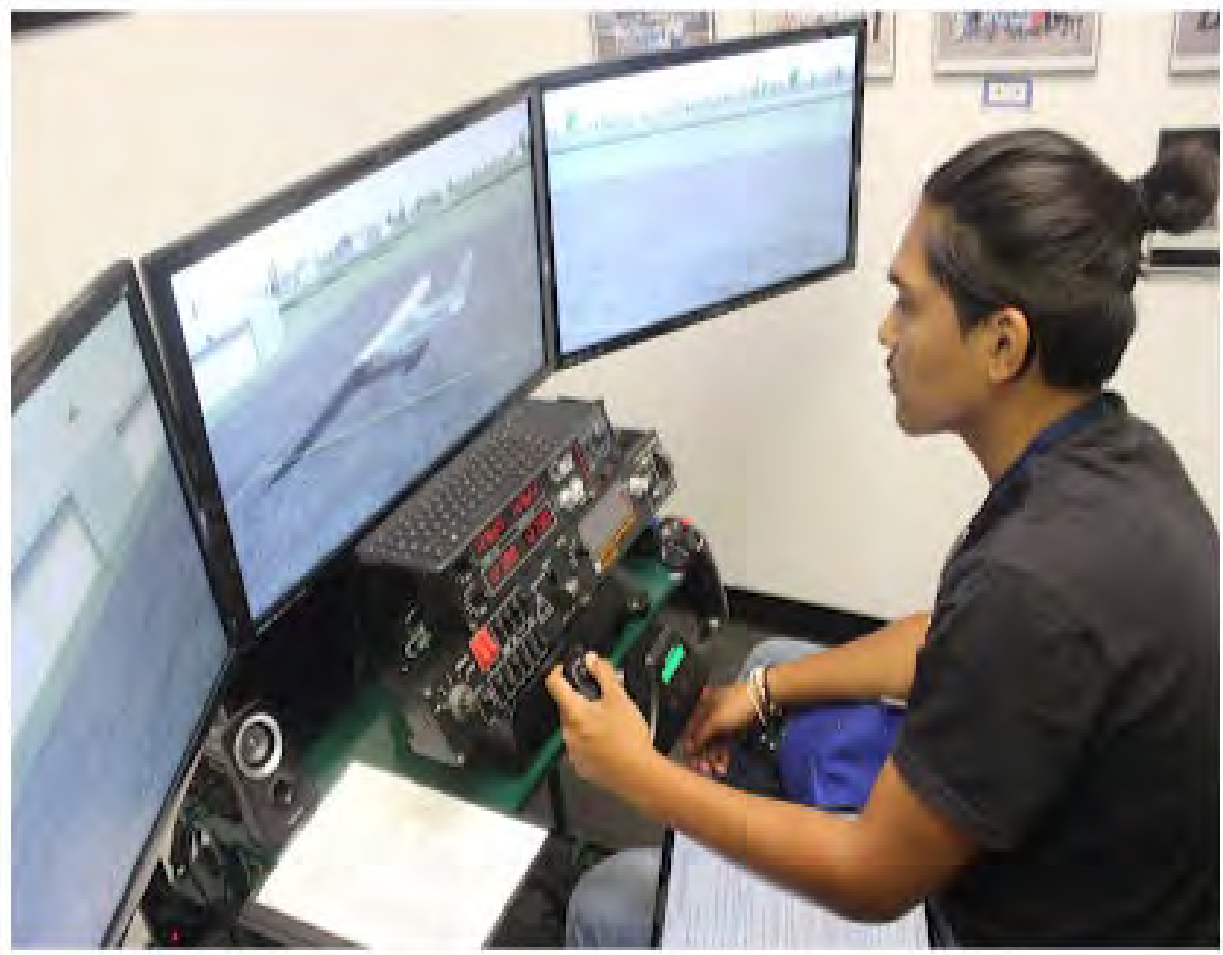
With a quick call to Ellington ground control, we were off! The flights were brief — no more than 15 minutes and not far from the field — but I managed to get each of the co-pilots a minute or two at the controls, usually on the extended downwind leg of the traffic pattern. Big smiles! I ended up flying seven (whew, 7!) groups — 26 kids, plus one parent. They all seemed to have a fabulous time and disembarked chattering away about the experience. It's incredibly satisfying to see these kids have such fun, learn something, and get inspired about aviation!

Submitted by Pilot Captain Scott Humphries

A few of the "*Excited and Happy*" Kids enjoying their

Bronze Eagles Flying Club of Texas, Inc. Discovery Flight
07-16-22 flown by Captain Scott Humphries















It's also exhausting! Obviously my first job was to fly the plane safely. But I also always (happily) end up as impromptu teacher, tour guide, and photographer: the questions were non-stop, and everyone always wants a photo, usually texted to them right after we land. After a while, even the Ellington control tower seemed concerned. I'd been on the radio with them all morning, and as I taxied to the runway for the sixth flight, they jokingly asked, "Are you going to get a lunch break?" Yes, eventually, but in the meantime the fly-in's various helpers plied me and the other pilots with ice-cold water, which, on the concrete ramp in the middle of a record-breaking Texas July, was a welcome assist.



Planes, too, get finicky when you stop and start them in the heat. After shut-down on a hot ramp, fuel in the fuel line will sometimes vaporize, requiring a special “hot start” procedure. Pilots typically dread a “hot start,” because if you don’t do it right, passenger confidence rapidly erodes as you struggle, embarrassingly, to even start the engine. Luckily, the Beech “hot start” procedure is fairly fool-proof. Even so, at some point during the day you might have caught me whispering to the plane, a la Han Solo’s muttered pleas to the Millennium Falcon....

When the last youngster climbed out of the plane around 1:30 p.m., I declared “Mission Accomplished!” and hustled inside to sample the amazing hand-grilled lunch spread Gaines had laid on for volunteers. We all toasted a successful completion of the Dr. Jesse Hayes Fly-In, having collectively launched 100+ kids into the air. Mr. Gaines could not have been more gracious and thankful for the help. I reluctantly turned down his offer of a tour of the Ellington control tower, as I was already late getting home. At his insistence, I packed a box full of cookies for my family, and, promising to catch up soon, headed for home. Ellington tower, probably happy to have me out of their traffic pattern, wished me well as I scooted home out of their airspace.

I had a great time flying for the Bronze Eagles. I look forward to next year’s fly-in!

Written and Submitted by Scott Humphries of the Bronze Eagles Flying Club of Texas

President's Corner

In July 2000 I purchased a small aviation "receive only" radio from the old Aviator's Shop on Highway 3 at the west end of Ellington's Runway 4. I immediately began listening to it at what was then called Southwest Aviation Services, a small quonset hut and mobilhome that sat on the footprint that is now today's new EFD Signature Flight Support Terminal. It was essentially an aviation service station for military jets transiting the area.

One Saturday morning that July, I watched as a Mooney made several stops to load and unload children and youth in sortie after sortie in the Ellington flight pattern. It appeared to be a youth aviation fly-in for inner city residents, with several GA pilots and aircraft involved, both visually and audibly on Ellington's 126.05 tower and 121.6 ground frequencies.

This past Friday evening (15 July 2022), the gentleman I observed and met that July 2000 afternoon flying the Mooney, Edward Kimbrough, who was then and is now still the President of the Bronze Eagles Flying Club of Texas, a black pilots association, called me to ask whether any of BAAC's pilots and aircraft would be able to help on short notice on Saturday morning with this year's fly-in as they were one pilot and an aircraft short in handling the 120 children and youth who had signed-up. The interest was higher than usual, likely due to the success of the movie "Top Gun Maverick". I emailed a late request to our leadership (officers and board members) at dusk Friday night, realizing it really was very short notice.

As I myself had a free Saturday morning this week and N19729 was available on Schedulmaster.com, I ate breakfast at 6:30 am and ran out to Pearland for a preflight and the 10 minute flight to Ellington. I was briefed with the other 4 pilots, was then introduced to the 120 children and their parents, and we were then off to some fun!

What respectful kids - aged 4 through 18. I flew 6 sorties, 3.1 hours on the Hobbs, from 8:30 am - 1:00 pm, with take-offs on 17R and landings on 17L, using ATIS, Ground and Tower frequencies, and Taxiways Charlie, Hotel and Bravo. By 1:00 pm, I was very sweaty and exhausted, but also what a great experience and learning for essentially a "country pilot" who spends his time "self-announcing" at small airports. And most importantly - the 5 of us were able to possibly win over 120 children and youth who otherwise would be home playing video games this past Saturday.

Following is a photo of Eddie Kimbrough and GW Earle and myself. Eddie no longer flies (he's 85 and no longer has an active medical clearance)...but he's still the active organizer and "honorary ground controller" for the annual event (and he still keeps his Mooney hangared at LVJ!):



As always, what fun I'm having serving with the current board members and officers of this club. They're all good men (and one awesome woman - Peyton). Just remember...Gaa Yau! (Add oil!).

All the best - Craig

Summer Flight Academy July 2022

After a two-year hiatus the BPA “Les Morris” Summer Flight Academy operated this year. Myra Walker could not assume the job of Director, so Les Morris took the job with Dr. Audrey assisting.

Fred Lewis did a yeoman’s job assisting Les Morris, arranging for aircraft, ordering supplies and serving as the van driver for the two weeks

There were originally 15 student applications. Thanks to Covid and other problems we ended up with 10 students, which was a blessing in disguised. We started the week with three airplanes and ended the week with two.

Thomas Newman and his sister’s son, Christian Childs, did a fantastic job of getting all of the students their time. In addition to having 5 students each they also had triple digit temperatures to deal with. So they started early in the morning, stopped at noon and then resume flying early in the evening. Vismay Patel, a member of the Red-Tailed Hawks, soloed and Stacey Lewis, a member of the Bronze Eagles, would have soloed but had a problem getting his Student Pilot Certificate.

When Mohammed Haleem lost his job as a flight instructor, lack of aircraft, he became the simulator instructor and helped in the ground school with David Toliver, Anthony Hall, Daryl Johnson, Darrel Smith and Audrey Hodge. Each student received 60 hours of ground school and many were ready to take the FAA written exam.

Breakfast was provided by the hotel and lunch normally consisted of sandwiches and/or chicken wings, however, dinner was enjoyed at the local restaurants each night.

Dr Audrey Hodge and her daughter, Alani Hodge, provided Covid test on a regular basis. On the first Sunday one student was sent home because of not passing the Covid test, after that we had no further problems.

Myra Freeman-Walker took care of the administrative duties. She processed the applications, collected the payments and provided the necessary information to the parents.

The Academy was conducted at the Houston Southwest airport where Len Franklin and his staff gave their full support to the Academy.

Note: Starting 2023 when a Chapter sponsors a student, regardless of who is providing the fees, National will only accept payment directly from the Chapter, i.e. If a company is providing the fees for the student, then the company gives the money to the Chapter and the Chapter it’s sends a check to the SFA.



More SFA 2022 Photos



The Black Pilots of America
Les Morris
Summer Flight Academy
2022







Stacey Lewis, Jr
Round Rock, Tx
Grade 11th

His goal is to join the Air Force and become a pilot in the Air Force.



Ta'Shun Hill
Independence, LA
Grade: 11th

His goal is to become become a commercial pilot and fly for a major airline



Adrian Castaneda
La Marque, Texas
Grade 11th

He would like to become a corporate pilot or an air traffic controller.



Kofi Obu
Texas City, Tx
Grade: 12 th

His goal is to become a commercial pilot for a major airline



Vismay Patel
Bellevue, WA
Grade: 11th

Has an interest in computers
Would like to become
a private pilot



Tahj Duncan
Margate, FL
Grade: 12th

His goal is to attend Florida Memorial
College to study aviation and become a
commercial pilot to fly for a major
airline.



Surujnarine Singh
Bowie, MD
Grade: 12

Plan to attend either Penn state or
Tuskegee University and pursue an
education in aviation.
After college I plan to enter the Air
Force



Myles Wilburn
Spring, Tx
Grade: 12th

He would like to become a
commercial pilot.



Willian McClueny
Rockledge, FL
Grade 10th

**His goal is to Solo before his
 16th Birthday
 then pursue an aviation career**



Bryson Cabine
Happy Valley, OR
Grade: 12th

**to attend Stephen F. Austin College to
 complete his aviation studies
 Become a commercial Pilot**

For more photos/ 2023 Summer Flight Academy use this link: <https://photos.app.goo.gl/MhyfG2CWtzzp6RU55>

Article and photos submitted by the SFA Staff of 2022

Aviation Program Launched at Olive Branch Airport



Southwest Tennessee Community College

August 30 at 9:10 PM · 🌐

...

Thanks to Tennessee Board of Regents Colleges Chancellor Dr. Flora Tydings and special guests from TBR, dignitaries, business partners, aviation students from Memphis T-Stem East High School and Southwest, and all our attendees who came out to celebrate the official launch of our new aviation program at the Olive Branch Airport. The program is the state's first-ever two-year aviation program preparing students to fly high in careers as a pilot, flight dispatcher and aviation administrator. Kudos to Chancellor Tydings for trying out one of the flight simulators students will use. Learn more about our aviation program at <https://www.southwest.tn.edu/aviation/>. Air Venture Flight Center Luke Weathers Flight Academy OBAP - Organization of Black Aerospace Professionals FedEx #aviation #pilot #flightdispatcher #flyhighatSouthwestTN Memphis-Shelby County Schools - MSCS



Article Submitted by: Birdel F. Jackson III of the Atlanta Raptors

Open House at Old Bridge Airport (3N6)



Photos submitted by Dwight Horton of Dr. Albert E. Forsythe Chapter

I was happy that the time had come around for me, once more, to attend a BPA National Meeting, that being the General Membership Meeting. What did that mean to me? It meant that I would get to see my wonderful BPA familia. Yes, I know I just saw many of you a couple months ago in Pine Bluff, but we have a complete 2 years to make up for. In fact, I thought of adding some regional meetings like “The Slap Down” that the Bronze Eagles and The California Red Tails schedule in-between our national meetings. Perhaps that portrays a sense of how much I enjoy interacting with you. You could say that I actually started the occasion early by having my brother from another mother, and my sister from another mister, Travis and Lisse Hayes fly into Philly a couple days before, in order to partake in some South Jersey Shore shenanigans. And that we did, before heading up to East Hartford, Connecticut.

Young Rick’s hopes of flying into East Hartford were dashed when we discovered the batteries on the Travel Air needed to be changed out, and the local aircraft supply had no batteries in stock. BTW, they didn’t have oil either, or a few other things I inquired about. The pandemic effect is real people. Therefore, we loaded up my trusty 22 year old Avalon and hit the Garden State Parkway North for what was supposed to be a 5 or so hour ride. I think the traffic in NY and CT decided to add more time to our commute. But we kept each other entertained. We took in what sites we could see from our very low level flying, and listened to old songs along the way. We saw a police helicopter take flight around NYC and just knew that it had to be “The Batman” (Brian Worthington) keeping a watchful eye over Gotham, I mean NYC. We decided to stop for a bio break on the Cross Island Expressway. That was interesting. They had small rest stops off the 50 mph road with a convenience store, gas, and rest rooms. But what they didn’t have was any part of a speedup re-entry lane to rejoin the expressway. You just turned out from the parking lot right into two lanes of cars passing at 50 mph. With the traffic packed so tight, you kind of just had to floor it and come out like “here I come, make room for me!”

Well, we arrived in East Hartford all in one piece. We saw Aaron and Dianne when we pulled up in the parking lot. They were busy getting goodies together for the hospitality suite. After checking in and refreshing ourselves for a few short minutes, we ended up in the hospitality suite. There I saw the familiar faces of my BPA family along with several new faces that I had never met. Some of them were members from our host chapter, and some were from two new chapters that wanted to join the existing chapters into the ranks of our BPA Inc. family. I think it great that BPA will have a new chapter in Rhode Island and a new chapter in Hampton Virginia. It will be great to hand out two additional charters in early next year.

After interacting in the hospitality suite, some of us decided to go bowling late that evening. Aaron was kind enough to drop some of us off at the bowling alley, as the Avalon wasn’t big enough to fit everyone. We met more folks just arriving outside the hotel that night and tried to convince them to join us in bowling, but I think they were too scared (LOL). The bowling alley had an attached bar and some of us decided to add some spirit to their game. I think it worked, because the person who told us that they’ve never bowled before was headed straight towards the head of the pack on the scoreboard. I think she was trying to take our money, reviving the spirit of the “Prayer Meeting” in bowling style. A good time was had by all. Since we were one vehicle short, on the way back to the hotel, we made the Avalon look like the circus clown car and piled the entire crowd into one car. We put to good use the extra arms and legs hanging out the window to signal our lane changes. And yes we made it back safely. BTW our designated driver did not partake in the libations, just in case you were wondering. We once again visited the hospitality suite before retiring for the night.

The next morning it was time to conduct business. Our esteemed National President of BPA John Hicks Jr. called the meeting to order and we proceeded through the agenda after invocation and roll call. Since the election results would be announced at this meeting, and folks still had time to vote in person at the meeting, the election committee was busy outside the meeting with that business. Officer reports and subsequently committee reports were also given.

You already know that BPA restarted their national face to face meetings with our Board Meeting this past January in Houston. I think I still smell the disinfectant that was periodically sprayed on us by Fred in Houston. Houston went so well for us (BPA Board Meeting) that we decided to continue our face to

face national events with Skyhook. We had record attendance in Skyhook. It really showed that folks were eager to get back together after two years of isolation. I would be remiss if I didn't tell you that Skyhook did come at a cost. Since we couldn't control whether folks that came out to the airport locally in Pine Bluff would have taken the vaccine, we dropped the requirement for the vaccine at Skyhook. An unofficial tally I was keeping on my own had the count up to about 20 people who registered for Skyhook that came down with the virus after the event. I personally haven't heard of a single person that came down with the virus after our General Membership Meeting in CT. Temperatures were taken each day in CT in the hospitality suite, in the meeting, and at the outing.

When the election board was finished with their tally, the office of National Vice President was decided by the votes that were cast in person at the General Membership Meeting. Thus, if you think your one vote doesn't count, you are indeed wrong in that thinking. You should have heard already, but in case you did not, congratulations go out to our new executive officers and new chairman of the board, whom will all be sworn into office during our January Board Meeting hosted by the Tuskegee Chapter of BPA .

While I reported the results for Chairman of The Board, you should know that we adjourned the General Membership Meeting and went into a Board Meeting in order to conduct that business, as well as to accept the two new chapters into BPA Inc.

During the Skyhook Committee Report, Les who gave the report briefly touched on one of the issues with the scoring tally from this past Skyhook. For those of you who attended the Skyhook Awards Banquet you know that there were a few mix-ups in the final tally. I noticed them at the banquet and you probably did also. In fact, one of our chapters who travel further than any other chapter in order to participate in Skyhook wrote a letter to the Executive Board. The letter raised concerns in the documentation of the participant performance at Skyhook. Since I felt as though this had not been thoroughly addressed, I was expecting a presentation on an investigation into these errors; I decided I needed to bring the issue to the forefront of the general body. I shared the same concerns that were communicated through the written correspondence from the CA Red Tails to the Executive Board, as well as with some others. I knew that we needed to do something additional, something more than just say we will do better next time. The positive end result of the discussion had more than a handful of veteran BPA members volunteer to be on the scoring committee. They will meet to design a more robust system for tallying the performance of participants at Skyhook in every event. I am counting on this committee to flesh out a demonstration for us by the time of our Board Meeting in Tuskegee. We all take great pride in how we perform at Skyhook, and we need to ensure the performance is documented accurately, kept on file for historic purposes, and tallied in a way for all to see, understand, and trust. I am hopeful that by January we will see that we are moving in the right direction on that account.

After the meetings, General Membership and Board Meeting were adjourned; we readied ourselves for a coach bus ride from CT to MA. We were travelling to the Naismith Memorial Basketball Hall of Fame in Springfield, MA. Upon arrival, we toured the museum and took in all the memorabilia of the legends of basketball. There were all kinds of exhibits, as well as a huge indoor basketball court where our members tried to showcase their skills with varying degrees of success.

There were also interactive exhibits where you could become a sports analyst for the day and sit alongside EJ, Charles Barkley, and the rest of the TNT crew and delve out the sports highlights, or try to stump Shaq with basketball trivia. While the exhibits were entertaining, the highlight of the evening came at dinner time. Along with the good food, we were treated to the jazzy sounds of The Subliminals featuring our own Aaron Daniels on congas. They did a great job on the melodic tones that soothed our ears for the evening.

After we returned to the hotel, the hospitality suite was on and poppin into the wee hours of the morning. If you are not familiar with that, come to our next event and ask about it in the hospitality suite. You will surely be "ushered" in.

Sunday was departure day for us. Somehow all of my comrades that rode up to CT with me abandoned me for flights with the NY Metro Chapter members flying fleet into Republic Airport at Farmingdale, NY. Travis had to conduct a pre-purchase inspection for one of his chapter members looking at a Socata there. The inspection didn't take as long as I thought it might, mainly due to some serious things uncovered by Travis' inspection. We'll just say that there was "no joy" on that aircraft. We discussed the matter over at a local watering hole and departed towards our various destinations. The Early the next morning, I dropped Travis and Lisse off at the Philly Airport. And such ended my BPA General Membership Meeting adventure for 2022.

Folks, there are only 3 national events per year for BPA Inc. I know that you may be "all in" on your local BPA chapter events, but I would encourage you to get involved on the national level, and join us at our national events. The BPA Inc. National Board Meeting will be hosted by our Tuskegee Chapter January 13-15, 2023. Make your plans now to be there. I for one would love to see you, and I'm not the only one.

The following are our elected officers for 2023:

President Elect: Brian Worthington (NY Metro)



Vice President Elect: Cedric Grimes (Red Stick Aviators Baton Rouge)



Treasurer Elect: Les Morris (Janet Bragg AZ) No Photo

Secretary Elect: June Marsh (Bronze Eagles TX)



Operations Officer Elect: Hubert Looney (Lewis Lynch St. Louis) No Photo

Board Chairman Elect: Aaron Daniels



Submitted by Board Chair Ricardo Astillero Sr. Wishing You Blue Skies

Since I am one of the few people that is still around since the beginning of the above, I decided to put my recollections on paper.

I first heard of Negro Airman International in May of 1969. There was an article in Flying magazine “Can a black man fly?” by Ed Gibbs. Ed Gibbs had been a civilian flight instructor at Moton Field, Tuskegee Ala. during WW11. Ed Gibbs, along with several others had formed Negro Airman in 1967. The Flying article stated that NAI would be holding its first national meeting during the first week of July, 1969 at Pine Bluff Arkansas. I decided to attend the meeting.

I was the president of Chicago American Pilots Assn. (CAPA). I along with 7 others had formed CAPA in December of 1968. We had plans to become a national black pilot’s assn.

I flew a club owned Cessna 172 to Pine Bluff. There I met Dr. Jesse Hayes and several members of the Texas Bronze Eagles. They were impressive, with their Bonanzas, Mooneys etc.. Dr. Hayes and I traded stories about CAPA and Bronze Eagles. We were holding fly ins around the Chicago area and The Bronze Eagles were doing the same around Houston, TX. Jesse and I thought NAI would be a good organization for CAPA and Bronze Eagles to join. We told Gibbs that we would get the CAPA members and Bronze Eagle members to join at the next NAI meeting. The next NAI meeting was July 4th weekend

1970, at the Flagler Hotel in Nassau, Bahamas. 9 aircraft left Chicago and a like number left Houston, heading for Nassau. Only 1 aircraft flew to Nassau. All other aircraft landed in Miami and took a commercial flight to Nassau. The one flying to Nassau was yours truly, Me. One other aircraft flew to Nassau, Rip Gooch from Wichita, Ks. A good time was had by all. CAPA and The Bronze Eagles joined NAI at Nassau. NAI held a winter meeting in Philadelphia CAPA and Bronze Eagles were the leading groups within NAI.

Dr. Hayes and I wanted to have competition between CAPA and Bronze Eagles. WE chose a city approximately half way between Chicago and Houston. I was born and grew up in and around Yazoo City Ms. I flew to Yazoo and talked to the Mayor, Sheriff, and the priest at St. Francis School. Permission was given to hold a fly inn at the local Yazoo City airport on the Memorial Day weekend, 1971. 46 aircraft were there, (I purchased a new 1971 Money Exec .for #1 Skyhook). Mostly from Chicago and Houston. Rip Gooch was there from Kansas. The fly in was named “OPERATION SKYHOOK” . Rufus Hunt of CAPA suggested the name. May 1971 was the beginning of Skyhook. CAPA and Bronze Eagles were pleased with the results; Bronze Eagles won most of the trophies, and decided to make OPERATION SKYHOOK an annual event. The pilots had such a good time in Yazoo City, they voted to return in 1972. NAI officials attended the 1972 OPERATION SKYHOOK AND asked Dr. Hayes and I if NAI could adopt SKYHOOK as a NAI event. Dr Hayes and I, Horace Noble, granted NAI the right to call OPERATION SKYHOOK a NAI event. Rip Gooch invited OPERATION SKYHOOK to Wichita Ks. for 1973, Jesse Hayes held the 1973 Skyhook in Houston. Chief Alfred Anderson invited OPERATION SKYHOOK to Moton Field, Tuskegee Alabama in 1975. Skyhook was held at Tuskegee from 1975 until 1996.

We elected N. Judge King as president of NAI in 1995. His directions became unbearable for most of the membership. We held an impeachment meeting in Mexia, Texas in 1995. After much litigation and the expense of \$18,000 from membership donations, We, Les Morris, Jesse Hayes and Horace Noble decided to leave NAI and form Black Pilots of America. OPERATION SKYHOOK went with BPA. The first OPERATION SKYHOOK held in Pine Bluff Arkansas was OPERATION SKYHOOK # 26, held in Pine Bluff 1997—. NAI withered on the vine and went into default about 8 years ago. BPA has prospered and is the predominate black flying organization (blacks who own and fly airplanes) in the USA.

2021 will be the 50th anniversary of “OPERATION SKYHOOK”

This is a thumbnail sketch of the history NAI, OPERATION SKYHOOK, and BLACK PILOTS of AMERICA.

Written by: Horace Noble BPA 97-003

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The new address for the Treasurer functions is:

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All bills, renewals and any other functions (**except new member applications**)
should be sent to the above address.

New member applications and fees should be sent to:

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A MESSAGE FROM OUR PRESIDENT

HELLO BPA,

As always, first of all I give thanks to our Lord and Savior for sparing our lives and allowing us to see a new day. He has been good to us and has blessed us as an organization and as individuals. Next, I want to thank you all for your support and cooperation for the past years while I serve as your President. As you are aware the past three years set us back a little through God's grace, we have made it.

Our recent General Membership Meeting was sponsored by the Connie Nappier Chapter August 19 – 21, 2022 and I want to thank the Officers and Members for the outstanding job they did in hosting this meeting. The meeting was very productive and informative with a very good attendance on behalf of those present. Our new slate of Officers will be sworn in and installed at our January Board Meeting. That meeting will be hosted by the Golden Hawks Chapter of Tuskegee.

Very important information was passed out and discussed during the membership .membership. I want encourage the Chapter Presidents and or Chapter Representatives to make sure that information is passed on to their membership.

Just a reminder, Chapter Reports and Form 990 are due at the Board Meeting in January in order for the chapters to receive a Chapter charter. That info is due by 31 January 2022.

Let's keep praying for each other and thanking the Lord for his continued Blessings.

J. W. "The Hawk" Hicks, Jr.
President
Black Pilots of America



Black Pilots of America, Inc.
Founded 1997

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

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A Note from the Publisher

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