

Have you ever dreamed of flying an airplane?



If your answer to the question above is yes, then now you have a marvelous opportunity to make your dream come true. **The Bronze Eagles Flying Club of Texas Chapter (BEFC) of the Black Pilots of America, Inc. (BPA)** is now accepting applications for scholarship (up to the full tuition of \$4,895.00) to the **Summer Flight Academy (SFA)**, for children, ages 16-19. The tuition includes room and board for the entire program.

The SFA's Ground School will be held at the **Houston Southwest Airport (AXH)**, from July 11-25, 2026. The student will receive a maximum of ten (10) hours of flight training (in an airplane), as well as 40 hours of ground school. Federal Aviation Administration (FAA) Certified Flight Instructors (CFI) will provide all of the instruction.

For more detailed information on the Summer Flight Academy, you **must** log on to the BPA's website www.bpapilots.org, click on Events, and then Summer Flight Academy. The student **must** complete both, the BPA/SFA application and BEFC Scholarship Application, and submit them along with all other required documents listed in this packet. If you need any assistance, I can be reached anytime at: **832-687-7003** or wandaari201@iCloud.com

Dare to dream! Spread your wings...and fly!!! Fly high!!!!

Thank you,
Wanda Tanner-Kimbrough, Chair
BEFC SFA Recruitment and Selection Committee

Bronze Eagles Flying Club of Texas
Summer Flight Academy Scholarship

Bronze Eagles Flying Club of Texas
Summer Flight Academy Scholarship
Recruitment and Selection Scholarship Criteria

*****Make sure to read and follow all of the directions carefully!*****

1. **Application-** Applicants must complete both the BPA Application for the Summer Flight Academy and the BEFC Application for the Anthony Hall, Jr. Scholarship consideration.
2. **Age of Student-** Student must be 16 – 19 years of age; and must be at least 16 years of age by July 1, 2026. ***Student must submit an original, certified birth certificate.**
3. **Citizenship/Residency-** Student must be a citizen of the United States and a resident of any sponsored BEFC of Texas' Regional Chapter areas (*Austin, Houston, or San Antonio*). You must submit a copy of your government-issued picture identification (driver's license, *school ID, passport, etc.*).
4. **Family Income-** Family income must be \leq \$110,000.00 annually. Parents must provide a copy of their W-2 tax form as proof of income. **Please redact the SS# before submitting.**
5. **GPA-** GPA must be \geq 3.00 cumulative. The student must submit a copy of their most recent report card or transcript.
6. **Essay-** Write a simple 5-paragraph essay. The essay will count for a maximum of 100 points.
Topic- *Why do you want to become a pilot, and what are your aviation goals?*
Length- 450 to 500 words *****Must be typed, use a print font of 12-point letter size, double-spaced lines, double-spaced sentences, and 1-inch margins on all four sides.
Scoring- Scoring will be done holistically using the current TEA scoring method.
7. **Letters of Recommendation-** Applicants must submit a minimum of three typed letters of recommendation (**on professional letterhead**), from any three of the applicant's following: teacher at current school; current school administrator; minister; or childhood physician.
8. **Interview-** Each applicant must undergo the live personal interview process. Upon receipt of your completed application packet, you will be contacted by phone/email with an interview appointment. **No** telephone interviews will be allowed. Mark your calendar with the interview date immediately!
9. **Student Pilots Certificate-** Upon acceptance to the SFA, students will be responsible for securing the Federal Aviation Administration's (FAA) Student Pilots Certificate (Medical).
10. **COVID Protocols-** ALL students should adhere to the guidelines of their Primary Care Physician regarding COVID-19 and any/all variants thereof.
11. **Deadline-** *Completed applications must be postmarked no later than **Friday, April 3, 2026***
NO EXCEPTIONS!!!!

****Bonus consideration may be awarded for prior aviation knowledge. The student must provide proof.**

Send to: (*SEE CHECK LIST) Mail or email (*preferred*) your completed applications, along with your original certified birth certificate, government picture identification, proof of family income, last report card/transcript, essay, and three (3) letters of recommendation, written on professional letterhead, to:

Mailing Address

Postmarked by: 4/3/26

**Wanda Tanner-Kimbrough
Bronze Eagles Flying Club, SFA
PO BOX 1833
Houston, TX 77251-1833**

Email Address *Preferred*****

wandaari201@iCloud.com

**Subject: BEFC SFA 2026
Applicant**

Deadline - Friday, April 3, 2026

WK/rev.02/23/2026

Bronze Eagles Flying Club of Texas
Summer Flight Academy Recruitment and Selection Committee

Timeline

Monday, March 2, 2026	Distribution of Applications Begins
Friday, April 3, 2026	<u>Deadline – Applications Due</u>
Saturday, April 3-6, 2026	Application REVIEW
Saturday, April 11, 2026	In-Person Interviews (ONLY)
Monday, April 20, 2026	Notification to All Applicants
Saturday, May 16, 2026	Reception for Scholarship Recipients and Parents/Guardians 5:00 PM, Prior to BEFC Meeting - Formal invitation to follow
Saturday, July 11, 2026 through Saturday, July 25, 2026	SFA 2 Week Training Program at Houston Southwest Airport (AXH)

*This is for your use. **Do Not** Return this portion with your application!*

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FAA Standard Phraseology

A- Alpha	N- November
B- Bravo	O- Oscar
C- Charlie	P- Papa
D- Delta	Q- Québec
E- Echo	R- Romeo
F- Fox-trot	S- Sierra
G- Golf	T- Tango
H- Hotel	U- Uniform
I- India	V- Victor
J- Juliet	W- Whiskey
K- Kilo	X- X-ray
L- Lima	Y- Yankee
M- Mike	Z- Zulu



Bronze Eagles Flying Club of Texas

Summer Flight Academy
Recruitment and Selection Committee
13807 Rosebranch Ct.
Houston, TX 77059

Application Packet Checklist:

****Return this ✓ checklist ✓ with your application.**** Check off each item as you complete them and place them in your return envelope. **KEEP YOUR COPIES**

- _____ BEFC SFA Scholarship Application
- _____ BPA Application
- _____ Certified Birth Certificate
- _____ Copy of Last Report Card/Transcript
- _____ Government Picture Identification
- _____ Proof of Family Income/ W-2 Income Tax Form
- _____ Covid-19 Verifications
- _____ Essay
- _____ 3 Letters of Recommendation
- _____ Bonus Consideration Proof

X _____
Student's Signature - I have read and completed all items.

(CUT ALONG THE LINE)

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(CUT ALONG THE LINE)



Bronze Eagles Flying Club of Texas

Summer Flight Academy
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Houston, TX 77059

Application Packet Contents:

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Note to Students/Parents
Scholarship Criteria
BEFC SFA Timeline
Check List (Signature needed)

Letters of Recommendation Forms
FAA Standard Phraseology
Wake Turbulence Information
Forces of Flight

BEFC Scholarship Application for SFA

Bronze Eagles Flying Club of Texas
Summer Flight Academy Scholarship
Recruitment and Selection Committee
13807 Rosebranch Ct.
Houston, TX 77059

Letter #1

***This form is to be completed by the person writing the students' personal reference letter (on writer's professional letterhead) and it must be attached to the reference letter before submitting.**

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Occupation/Title: _____ Email Address: _____

Relationship to Applicant: _____

Signature of Author: _____

(CUT ALONG THE LINE - GIVE THIS FORM TO THE LETTER WRITER, FOR THEM TO ATTACH TO YOUR REFERENCE LETTER)

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Letter #2

***This form is to be completed by the person writing the students' personal reference letter (on writer's professional letterhead) and it must be attached to the reference letter before submitting.**

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Occupation/Title: _____ Email Address: _____

Relationship to Applicant: _____

Signature of Author: _____

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Letter #3

***This form is to be completed by the person writing the students' personal reference letter (on writer's professional letterhead) and it must be attached to the reference letter before submitting.**

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Occupation/Title: _____ Email Address: _____

Relationship to Applicant: _____

Signature of Author: _____

(CUT ALONG THE LINE - GIVE THIS FORM TO THE LETTER WRITER, FOR THEM TO ATTACH TO YOUR REFERENCE LETTER)

WAKE TURBULENCE:

All aircraft produce wake turbulence, which consists of wake vortices formed any time an aerofoil is producing lift. Lift is generated by the creation of a pressure differential over the wing surfaces. The lowest pressure occurs over the upper surface and the highest pressure under the wing. Air will want to move towards the area of lower pressure. This causes the air to move outwards under the wing and curl up and over the upper surface of the wing. This starts the wake vortex. The pressure differential also causes the air to move inwards over the wing. Small trailing edge vortices, formed by outward and inward moving streams of air meeting at the trailing edge, move outwards to the wingtip and join the large wingtip vortex. Swirling air masses trail downstream of the wingtips. Viewed from behind the left vortex rotates clockwise and the right vortex rotates counter-clockwise. They spread laterally away from the aircraft and descend 500 to 900 feet at distances of up to five miles behind it. These vortices tend to descend 300 to 500 feet per minute during the first 30 seconds. Light crosswinds may cause the vortices to drift, and crosswinds in excess of five knots tend to cause them to break up behind the aircraft. Atmospheric turbulence generally causes them to break up more rapidly. The intensity or strength of the vortex is primarily a function of aircraft weight, wingspan and configuration (flap setting, etc). The strongest vortices are produced by heavy aircraft flying slowly in a clean configuration. For example, a large or heavy aircraft, which must reduce its speed to 250 knots below 10,000 feet, while flying in a clean configuration is producing very strong wake vortices while it descends.

Viewed from behind the generating aircraft, the left vortex rotates clockwise and the right vortex rotates counter-clockwise. They spread laterally away from the aircraft and descend 500 to 900 feet at distances of up to five miles behind it. Vortices tend to descend 300 to 500 feet per minute in the first 30 seconds.

Helicopters also produce wake turbulence. Helicopter wakes may be of significantly greater strength than those from fixed-wing aircraft of the same weight. The strongest wake turbulence can occur when the helicopter is operating at lower speeds (20 to 50 knots). Some mid-size or executive class helicopters produce wake turbulence as strong as that of heavier helicopters. Two-blade main rotor systems produce stronger wake turbulence than rotor systems with more blades.

Wake Turbulence During Takeoff and Landing:

While there have been instances where wake turbulence caused structural damage, the greatest hazard is induced roll and yaw. This is especially dangerous during takeoff and landing, when there is little height for recovery. Wake turbulence-induced roll rates can be extreme. Countering roll rates may be difficult or impossible, even in high performance aircraft with excellent roll control authority. In fixed-wing aircraft, wake vortices begin as the nose is rotated for takeoff and continue throughout flight until the nose-wheel touches down on the runway once again. The vortices can cause problems for aircraft crossing behind or below leading aircraft. Low approaches, touch-and-goes and go-arounds can also cause problems for taxiing or departing aircraft. During takeoff and landing, the vortices sink toward the ground and move laterally away from the runway when the wind is calm. A crosswind of 3 to 5 knots will tend to keep the upwind vortex in the runway area and may cause the downwind vortex to drift toward another runway. Wake vortices sometimes bounce, diverge and dissipate more rapidly in ground effect. Wake turbulence separation is provided by Air Traffic Control (ATC) to all aircraft which may be affected by wake turbulence, except in the case of IFR aircraft making a visual approach or VFR aircraft arrivals. In these cases it is the pilot's responsibility to provide adequate spacing from preceding, arriving or departing aircraft. Pilots should follow the guidelines below and ATC will make allowance when sequencing. Wherever practicable, aerodrome controllers will advise pilots of the likelihood of wake turbulence by using the phrase, "Caution - wake turbulence".

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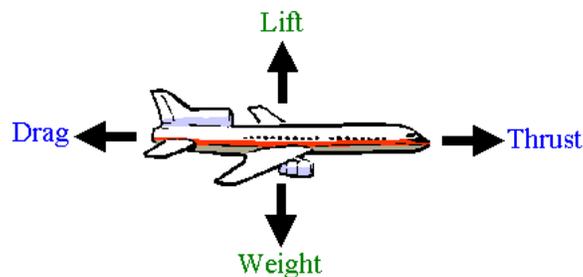
Forces of Flight

Understanding how things fly begins by learning about the **Four Forces of Flight**.



When an airplane flies, the wing is designed to provide enough **Lift** to overcome the airplane's **Weight**, while the engine provides enough **Thrust** to overcome **Drag** and move the airplane forward. Like the **Thrust** of a rocket engine overcomes the **Weight** of the object to move the rocket forward.

Increasing the weight of an aircraft affects the amount of lift needed. In turn, a larger wing would provide more lift, but that would increase the amount of drag and therefore increase the amount of thrust needed. The forces of flight are interconnected, and a change in one affects the others.



In level flight, lift equals weight and thrust equals drag when the plane flies at constant velocity.

Four Forces Affect Things That Fly:

1. **Weight** is the force of gravity. It acts in a downward direction—toward the center of the Earth.
2. **Lift** is the force that acts at a right angle to the direction of motion through the air. Lift is created by differences in air pressure.
3. **Thrust** is the force that propels a flying machine in the direction of motion. Engines produce thrust.
4. **Drag** is the force that acts opposite to the direction of motion. Drag is caused by friction and differences in air pressure.

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