

FPA MEMBER BULLETIN

Volume 26, Issue 1

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From the LEFT FRONT SEAT

A Message from the President

Mark C. Eidson, MD

Greetings to all FPA members and families,

The Winter Board Meeting was well attended, and I appreciate all the efforts of those who were present. Everyone appeared to have fun enjoying wine tasting tours, the Pacific War Museum and Nimitz Museum visits, and indulging in German food and beer. Those who flew in, loved walking directly from their planes and into the WWII decorated Hangar Hotel. There was also great camaraderie and entertainment at the hotel lounge, the briefing room and the hangar meeting area.

The board meeting was fairly efficient on Saturday morning, and the CME delivery by Gerry Griffin on Saturday afternoon captivated everyone with his presentation on space flight. His knowledge of the NASA Apollo project was like having a living encyclopedia.

The weather, despite the ice, cold, clouds, and mist, made for memorable flying.

I look forward to seeing you all at the Fort Worth Downtown Hilton. The airport KFTW and the FBO, Texas Jet, will accommodate all your needs. DFW is now a short train ride to downtown, near our hotel. Sarah and I are also looking forward to hosting a relaxed and casual Welcome Reception on Saturday, June 1. It will be held at our home with local Bar-B-Que. The scientific and aviation lectures are lined up and should be superb. The planned outings will give you a taste of Texas/Fort Worth and will be fun filled.

See y'all in Texas and Happy Landings,

Dr. Mark

Mark C. Eidson, M.D., President
Flying Physicians Association

From the RIGHT FRONT SEAT

A Message from the Right Front Seaters Chair

Sarah Eidson

Hi Right Front Seaters,

I think I can speak for all of us in saying that we are ready for winter to be over and now that Daylight Saving Time is here, I think spring is around the corner.

The February 8-10 Winter Board Meeting in Fredericksburg, Texas, went well except for the weather. Unfortunately, some members were unable to fly in due to the cold and icy conditions. We missed them but did enjoy the wine tastings, German food and camaraderie.

As you know, whether we like it or not, technology is a big part of our lives now. Social media is one way we can get the word out to others about our organization, the FPA. One of my goals as Right Front Seat chairperson, has been to open an Instagram account for the FPA. We have been on Facebook for a couple of years, thanks to FPA member, Doug Johnson. Our son, Beau, helped me set up the FPA Instagram account recently. We posted pictures from the Greenbrier meeting last summer, the board meeting last month and now, thanks to Vince Ostrowski, there are photos of the upcoming Great Lakes-Dixie Chapter Meeting in Louisville, Kentucky. Photos of our planned outings and hotel are posted to entice us all to attend. The meeting is scheduled for April 11-14.

PLEASE, PLEASE open a Facebook or Instagram (or both) account and "follow" the Flying Physicians Association. Send photos for Instagram to me at mseidson@gmail.com and I will post them. Send photos to be posted on Facebook to Doug Johnson at artairman@gmail.com. We are hoping this will help to get our name in front of people who have connections to aviation and medicine. We need everyone's help for our organization to continue growing.

I hope you've already registered for the annual FPA meeting in Fort Worth, Texas, June 1-4. There is a new train called TEXRAIL, that transports people from DFW Airport (if you fly commercially) to downtown Fort Worth (within a few blocks of our Downtown Hilton Hotel). You can look up details at www.ridetrinitymetro.org/textrail/. Taking Uber will be the easiest form of transportation from Meacham Field (if you fly your own plane) to the Downtown Hilton. Mark and I will also be there to give rides as our schedule allows.

Looking forward to seeing you all in Fort Worth, and thank you for your help with Instagram and Facebook!

Blue skies,

Sarah

Sarah Eidson, Chair
Right Front Seaters Committee



Mark's
REMARKS
By Publications Committee Chair
Mark Thoman, MD

**“ALTITUDE ATTITUDE:
TWO- VS THREE-DIMENSIONS”**

“Are you Mark Thoman?” asked the gate agent at the Honolulu International Airport. I answered affirmatively and he said, “Since you’re an MVP (Most Valuable Passenger), you’ve been upgraded to first class on this flight.” I thanked him but told him I was traveling with my wife and her dad, who immediately said, “Go ahead, we’ll be fine back here.” So, when we boarded, I took my seat in first class and they moved on back to the steerage section.

We had just spent a week on the Island of Oahu visiting, among other places, military installations. My father-in-law, a recent widower, had been stationed there as a U. S. Army Air Corps pilot before being transferred to the Philippines’ Clark Field shortly before the start of WWII.

As background, and for decades, I took virtually all my domestic trips in my own plane. The exceptions would be over high mountainous terrain or international flight where I would fly by commercial carrier. And flying first class was never an option.

When I’m flying in coach, I always purchase the airline’s snack packs. But, on those rare occasions when I am upgraded to first class, I enjoy taking advantage of the full meal, including alcoholic beverages. It was about three hours into the flight from Oahu when they began meal service, so I sat back and enjoyed a hot meal along with my two mixed drinks.

About a half hour later the captain asked, over the PA system, whether there was a doctor on board. I stopped a flight attendant walking back to coach and asked her what the medical problem was. She said there was an elderly gentleman with breathing problems. I told her I’d see him. However, when I stood up to go back to coach, I was uncharacteristically light-headed and somewhat unsteady. I was quite surprised because, after just two drinks, I felt like I had consumed several more. I carefully and cautiously walked back to the traveler-patient in question. It was my father in law!

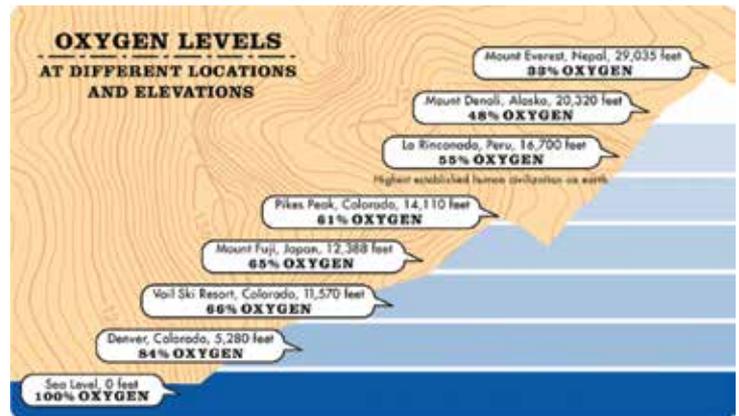
Since I always carry a stethoscope and BP/pulse wrist cuff in my carry on, I was able to listen to his heart (he had a history of A-fib) as well as checking his vital signs. He was initially tachypneic, tachycardic, but he had good color, was normotensive and not diaphoretic. After a few minutes, he settled down and seemed more comfortable, I told my wife I would stay with him and told her to take my seat in first class the remainder of the flight.

There were two reasons I stayed in coach. The primary reason was, of course, to continue monitoring my father-in-law. The second was my own apprehension about trying to walk to first class in my unstable and unsteady condition.

Upon landing at our destination in Seattle, I reflected on my unique experience. The most logical explanation for my enhanced ethanol reaction was, obviously, the cabin’s pressure altitude.

As earthbound travelers we encounter altitude in two-dimensions. As we drive or, as passengers, ride in a vehicle that goes into higher elevations such as mountainous terrain, we experience a gradual ascent with progressive hypoxia. This can take several minutes to several hours and very rarely requires any action to correct.

The graph below shows various mountain ranges and the relative oxygen available at various altitudes.



General aviation or commercial air travel, on the other hand, takes only minutes, in contrast, where oxygen or pressurization is needed to compensate for the lower oxygen concentration on ascent.

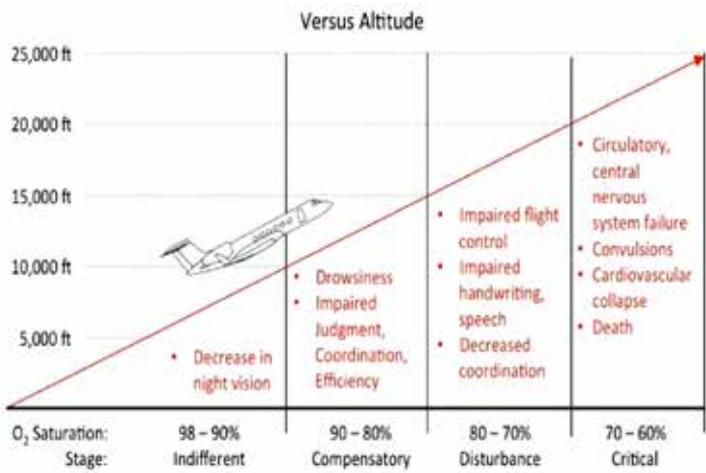
In this three-dimensional scenario, as a pilot or passenger in a small GA aircraft or commercial airliner, the change is much more abrupt, but the fix is immediate. For GA flying supplemental oxygen is used and, in commercial flights and more sophisticated aircraft, pressurization is the method required.

The atmospheric pressure at sea level is about 15 psi, or 29.92 inHg (760 mmHg). At 35,000 feet, however, on commercial flights the outside pressure is only 3.5 psi. Since the aircraft can maintain a difference of about 8 psi, it can keep the cabin at 11.5 psi, which is equivalent to an altitude of about 6500 feet.

For additional information I contacted an Alaska Airline Captain, who stated,

“All the commercial planes I flew (B-727, MD-80 & B-737) used 8,000 feet as the max cabin altitude. My altimeter watch usually read 7,000-8000 feet when I checked it during flight. Newer planes, like the 777 and 787, are using 6,000 feet due to stiffer composite materials.”

As pilots, however, our three-dimensional world is the reason our job is much more complicated. And here’s the reason why:



So, what does this mean? Hypoxia, by definition, is the lack of adequate oxygen to cells and tissues for normal physiologic and metabolic function. Some other factors that may also influence the inspired oxygen transport can be lower barometric pressure, malfunctioning oxygen equipment, non-oxygen gases such as carbon monoxide, organ compromise such as COPD, pneumonia or pulmonary edema.

The most common cause of hypoxia in GA is flying in a non-pressurized plane over 10,000 feet without supplemental oxygen. There are four types of hypoxia:

Hypoxic Hypoxia-This occurs at the pulmonary level and is commonly known as altitude hypoxia. It is gradual, insidious and often unrecognized. As oxygen molecules in ambient air are under less pressure per square inch the lungs are less able to transfer oxygen across the alveolar membrane into the blood and on to recipient tissues and cells.

Hypemic Hypoxia: This is a condition of reduced ability of the blood's oxygen carrying ability. Though there is adequate breathable oxygen, other factors can influence hypoxia such as anemia, hemorrhage and hemoglobinopathies. In addition, various drugs or gases, such as nitrites or, the most common source of hypoxia, carbon monoxide (CO), has a 200 times greater affinity for Hb than oxygen.

Stagnant Hypoxia: Results if blood flow is compromised in any way, in a normal oxygen environment, and can interfere with oxygen supply to the cells and tissues needed to support normal metabolism. Some common causes of stagnant hypoxia are:

Cardiac pumping compromise causing decreased blood flow, arterial constriction, neurologic shock and cold temperatures due to decreased blood flow.

Histoxic Hypoxia: This occurs at the cellular level. Though there is adequate ambient oxygen, there are agents that can interfere with the cell's use of oxygen such as alcohol, narcotics and cyanide, the last of which is a byproduct of plastic combustion.

Hypoxia is subtle and frequently catches the pilot off guard. There are no good warning signs of hypoxia. Many aircraft incidents and accidents are often attributed to the deterioration of the pilot to recognize his or her deterioration in piloting skills and decision-making.

Hypoxia Signs and Symptoms

Many of us who have had the opportunity to participate in altitude chamber training have seen and felt how our own unique personal reaction to hypoxia affect us.

Again reiterating, each of us will have our own unique host response to hypoxia. There will, however, be similar reactions among each of us. How we react will have specific features that, with proper training, can be recognized.

Examples of additional conditions that can be confounding factors in hypoxia are:

Rate of ascent, fatigue, duration of time at altitude, physical activity, extreme temperatures, age, general health status and fitness

Pilots with a current medical certificate, can take a formal aviation physiology course by participating in an aviation physiology program. The FAA Civil Aerospace Medical Institute, located at the Mike Monroney Aeronautical Center in Oklahoma City, OK, offers this training free of charge to all aviators who are at least 18 years old. The general scheduling number is: 405-954-4837. (I called, and it is current)

So, what do we do? If pressurization and/or supplemental oxygen are unavailable, flying at an altitude where external oxygen is not required is the judicious choice.

However, there is not always that choice. So, in that case the FAA's Office of Aviation Medicine recommends the following:

- If supplemental oxygen is available, use it above 5Kft during night flights and 10Kft during the day.
- Recognize your own hypoxic reactions.
- Observe your passengers for hypoxia.
- Limit exposure to one hour between 10Kft and 14Kft.
- And limit 30 minutes or less between 12Kft and 14Kft.
- Once recognized, act IMMEDIATELY and DECISIVELY; use oxygen and/or descend to a safer altitude.

And finally, recognizing hypoxia is the key requirement to being pro-active in order to remedy its effects. Features of mild hypoxia makes you feel REALLY bad! You're confused, uncoordinated, and unable to stay on task. But more significant hypoxia can cause severe limitations. Ironically it causes a state of very exaggerated euphoria. So, in summary, just remember:

'WHEN YOU FEEL BAD, THAT'S GOOD! (ACT!)

WHEN YOU FEEL GOOD, THAT'S BAD! (ACT FAST!)

Resources:

FAA, CAMI: "Airman Education Program," "Beware Hypoxia," Larry Boshers, July 15, 2015.

DOT/FAA AM91/13, Hypoxia: Office of Aviation Medicine, Washington, DC, 20591

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ANNOUNCING THE GREAT LAKES-DIXIE CHAPTERS SATURDAY EVENING SPEAKER

Vincent Ostrowski, MD (President Great Lakes Chapter) and George Cowan, MD (President Dixie Chapter) invite everyone to join them at the meeting on April 11-14 in Louisville KY. In addition to an outstanding CME program and the exciting THUNDER OVER LOUISVILLE airshow on Saturday afternoon, the chapters are honored to have Captain Houston Mills as the featured speaker on Saturday evening.



Captain Houston Mills

UPS Airlines

Director of Airline Safety

As director of Airline Safety for UPS Airlines, Captain Houston Mills is responsible for ensuring the safe operation of UPS's fleet of 237 jets, the quality of its worldwide Safety Management System and regulatory compliance of all airline related activities.

Houston most recently was appointed to serve on the newly formed FAA Drone Advisory Committee. He also serves as the vice-chair of the Airlines for America (A4A) Safety Council (which represents major U.S. Airlines), and on the UPS corporate Unmanned Systems and Lithium Battery Steering committees.

Before accepting his current position, Houston served as UPS's International Chief Pilot, where he was responsible for international flight crews and flight operation activity and as the UPS Director of Flight Training where he was responsible for the all crew member training via the UPS Advance Qualification Program.

A native of Indianapolis, Houston received a Bachelor's in English Literature from Wabash College and an MBA from Webster University. He also holds a Professional Human Resources designation.

Houston began his aviation career in 1985 as a Marine Corps officer and F/A-18 fighter pilot. He served as an air combat tactics instructor, supported ground units in the Persian Gulf War as a Forward Air Controller during Operations Desert Shield /Desert Storm. Houston also flew missions during Operation Southern Watch and has more than 100 aircraft carrier landings to his credit. He is a currently an international qualified Captain on the Boeing 757/767.

In step with UPS's commitment to the community, Houston serves on the national Board of Directors of the Marne Toys for Tots Foundation, Board of trustees for the Lincoln Foundation of Louisville, and is president of the Marine Corps Coordinating Council of Kentucky.

Married and the father of three, Houston particularly enjoys motivational speaking, golf, and has coached various youth sports for many years.

“MAYDAY! MAYDAY! We have Crashed on the Ice!”

In the midst of Greenland’s vast emptiness, this doctor and his wife huddled in their wrecked plane, radioed for help—and hoped.

By E. Jeff Justis, M.D., Orthopedic Surgeon, Memphis, Tenn.



Jeff and Sally Justice are but two of hundreds of American and other flyers who have been rescued via the International Satellite Search and Rescue system known as COSPAS/SARSAT. They were picked up by a Danish helicopter in 1986, six hours after Jeff was forced to belly-land their light plane on a Greenland ice cap. In this photo beside their new plane, Sally, in a gesture of gratitude, holds up the inexpensive emergency radio beacon which enabled the COSPAS/SARSAT system to plot their location on the ice cap and report it to the rescue forces.



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November 14, 1988

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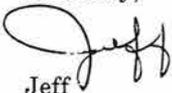
Dear Al,

The two views of the ice cap were taken about three hours after the crash when the weather started to clear. Prior to that time, we couldn't see far enough outside the airplane to know exactly where we were and I even envisioned that we were on the side of a precipice. So, once the weather cleared, I felt pretty good about walking around the airplane and took these pictures. The picture of Sally and me was taken on our Aztec which we bought within two months of returning to Memphis.

Regarding our biography: AS you know, I am an orthopaedic surgeon with the Campbell Clinic in Memphis, Tennessee. I started flying in 1953 when I was in medical school and bought my first airplane (a 40 horsepower single magneto Taylor craft) back in 1954 for \$350. Except for a three year hiatus when I was in Germany with the Air Force from 1964 to 1967, I have owned an airplane ever since. I have over 5,000 hours of flying time and joined the Flying Physicians, I believe, in about 1956. I knew all the “old timers”, S.D. Sullenberger, Marc De Groff, Dan Vickers, Frank Coble, Herman Heise, to name a few. At that time, I was flying a Luscombe on long cross countries and flew from Wise, Virginia to the meeting in Phoenix, Arizona way back in 1957. I have made one successful and one unsuccessful round trip flight to Europe and this article chronicles the unsuccessful flight.

I hope that will be enough info for you Al. Good to hear from you.

Sincerely,


Jeff

For a few seconds we sat in stunned silence. Only the winds whipping around our airplane disturbed the isolation of the Greenland ice cap where we found ourselves.

"Oh my God! We've crashed!" In the last few seconds of the crash I was thrown against the glare shield of the instrument panel. I don't recall any pain, but my nose was pouring blood.

"Sally, are you all right?" Holding a handkerchief to my face, I turned to check on my wife, who for this leg of the flight was sitting directly behind me.

"I think I broke my back!" Sally said.

She had a small abrasion above her right eye and her sunglasses were akimbo, but otherwise she looked all right. She moved around in the seat,



so I knew at least that she had no immediate nerve damage.

She was able to turn around so I could check her back. I pressed up and down her spine; her lower back was tender. "That's okay," I said.

"What do you mean, okay?" she asked.

"You didn't get any ligament damage, so even if you have a compression fracture, it's stable."

"What about the plane?" Sally asked. She was half hoping we could fly out of this predicament.

"It's gone, baby, it's gone. But we survived. That's the important thing."

If we'd crashed on broken ice or wavy glaciation or granite outcropping, it would have been different. We'd have stopped short from more than 180 miles an hour. Instead, we

skipped across the ice cap, sliding to a stop in about 500 feet.

We saw only whiteness of cloud blending imperceptibly with snow. There was no horizon. Only the stilled engines and bent propellers confirmed that we were no longer flying.

This was to be my second round trip to Europe by light plane. The challenge of navigating those 2,000 miles across the North Atlantic has attracted pilots since Lindbergh. Modern aircraft—even relatively small planes—have remarkable range and capability and can make the flight with minimal risk. We'd accepted some risk, but we prepared for it by carrying a life raft, life jackets, survival equipment, and emergency radios.

Our plane was a two-engine Twin Comanche that cruises at 184 miles

pressure building up off the southern tip of Greenland would produce winds from the south at 15 to 20 miles per hour greater than forecast.

We departed from Iceland on a gray, drizzly Monday, June 30, 1986, and were soon on top of the clouds at 9,000 feet.

My worries about the navigation radio were soon forgotten. My primary system, the automatic direction finder, was working well and was really the only useful system over the ocean and Greenland itself. I had a Loran C unit, but it hadn't been reliable for most of the trip.

We eventually saw Greenland rising out of the blue North Atlantic. Landfall is always a welcome sight, and we began to relax.

My estimated ground speed, however, must be wrong, I thought. We were nearing the coast much sooner than I had anticipated. I didn't realize it then, but we had slowly drifted north during the flight from Iceland because of the unexpectedly strong southerly winds. We were crossing the coast at a point closer to Iceland and 75 miles north of our planned landfall.

We climbed to 12,000 feet to cross the island. There's no civilian radar in this isolated part of the world. There are, of course, many military radar sites, but they don't track low-flying civilian traffic.

At 12,000 feet, we were on instruments. Empty whiteness surrounded us. We flew at least 40 minutes. I was trying to tune into the beacon at Narsarssuak, our destination. No signal at all. The needle of our automatic direction finder didn't move. The beacons I'd previously been receiving could no longer be heard.

For the first time, I became concerned. We were on instruments with no ground visibility, and now I had no navigational guidance. I contacted Sondrestrom radio and was given several frequencies to try. No luck.

Another aircraft, by relay, suggested I try a strong commercial broadcast station. Still no signal. We had two hours of fuel remaining, and I had to make a decision. We were already near our destination according to my calculations, so in another 50 miles we'd be out over the ocean again west of Greenland. If we returned to the east coast, we might run out of fuel trying to find the only airport in the 1,600 miles of that coast.

I decided to descend and try to sight the airport at Narsarssuak; I expected to break out of the clouds between

an hour for six and a half hours. Under normal circumstances, this would allow one and a half to two hours of reserve fuel for each leg of the return flight—from Scotland, to Iceland, Greenland, and finally Canada.

The trip to Europe had been uneventful. So was flying to Spain to visit our daughter. But coming home proved much different. I had the first hint of a problem with one of my navigational radios; however, for the leg to Iceland we had sufficient backup. We planned a refueling stop in Greenland and then to continue to Canada.

The weather in Narsarssuak, Greenland, was forecast as satisfactory, but we'd be flying into a direct head wind. What I didn't know was that low

9,000 and 10,000 feet.

I slowly retarded the throttles, and we began a gentle descent. The air was smooth. I kept expecting to break out of the clouds momentarily, but the whiteness engulfed us completely. I was just beginning to decrease our rate of descent when we felt a terrible vibration in the left engine.

An engine failure, I thought. I immediately increased power on the right engine to maintain altitude. As the right engine roared, Sally recalls feeling confident that we'd fly on one engine. Seconds later, I saw that the left engine had stopped and that the propeller was twisted. I knew we must have hit something. I thought we'd had a mid-air collision with another aircraft.

Then the jerking deceleration began and within seconds all was still. We had crashed.

Neither of us panicked. After checking Sally, I fumbled through the piles of papers and clothes that had been

agency transmitter.

"Mayday! Mayday! Mayday! This is Twin Comanche N6922T. We have crashed on the ice in Greenland at an altitude of 9,300 feet. There are two on board, and we have minor injuries. Mayday! Mayday! Mayday!"

"Roger, Twin Comanche, we have your Mayday. Repeat. We have your Mayday. We will relay your message to Gander Center."

At least we knew someone was aware of our plight. That turned out to be vital; for the next four hours I periodically tried to contact other nearby aircraft but was unsuccessful.

Now we waited. I wanted to get out and work on the battery for the aircraft radios. Then even if the weather remained too poor for us to be seen, I could send rescuers a signal. But with no visibility, Sally was concerned that I would step into a deep crevasse and disappear. At her insistence, I stayed inside.

Outside, it was 20 degrees and

opening white. Finally we could see beyond our immediate area and as far as the horizon—nothing but snow. Only then did I realize that we must be on the central ice cap of Greenland.

At last I felt it would be safe to get out of the plane and try to get the electrical system working. The nose baggage compartment was filled with Sally's purchases from England. Partly in the hope of saving some of them and partly to get them out of the way, I carefully laid them all out on the wing.

Suddenly I heard it—at first a low rumble, then louder and louder.

"Sally, it's a plane!" From the east, a C-130 flew directly overhead.

"Hey, here we are, here we are!" I grabbed a gaudy blanket and began waving it. I realized that was a silly gesture, but I had to do something.

Then I began transmitting on our hand-held transceiver. "This is Twin Comanche N6922T. I have you in sight. I hope you see me. You are at my 9 o'clock position—10 miles. Now you are circling east—now north."

I probably babbled too much, I was so happy to see that Air Force C-130. But I wasn't receiving anything and finally realized that my transceiver's battery was weakening. I pulled out a standby emergency locator transmitter and tried again.

Then the reply came: "Roger. We have visual contact. Advise that a rescue helicopter is on its way with an ETA of 45 minutes."

After more than four hours, it was good to know someone could see us and that we could communicate. Sally, who generally doesn't like to use radios, was happy to tell an Air Force lieutenant aboard that she was all right.

The crew was preparing to drop a survival sled, but since the weather was clearing rapidly and the helicopter was on its way, I told them to hold off on the drop.

"Roger, N6922T, we'll stand by until the helicopter picks you up."

I later discovered that the helicopter crew was concerned that a landing at 9,300 feet on unknown terrain might not be possible. If the weather had deteriorated (as it did later in the day) and rescue been delayed, we'd have been happy to have that survival sled.

Sally began stuffing as many loose clothes and purchases into bags and plastic sacks as she could, and I pulled radios out of the panel. Even so, in our haste and uncertainty about what we could take along, we left many



thrown forward, looking for my battery-powered, hand-held radio transmitter. I'd seen gasoline dripping under each engine, so I'd turned off all the aircraft's electrical switches.

We wanted to let someone know our predicament immediately. Although we were on an instrument flight plan, an active search wouldn't be initiated until our reported fuel endurance time had passed. I tried holding the little transmitter out the door to broadcast, but the wind was whipping around too hard. I crawled under the instrument panel, disconnected an antenna cable, and plugged it into my emer-

windy. But the weather could worsen; winds of 110 miles per hour and ice fog lasting for days could hamper any rescue attempt.

Sally was great. She sorted the food we had on board and pulled out warm sweaters and leg warmers.

"I can't believe this happened to us," I moaned.

"Well, I'll have to say that was probably your worst landing!" Sally said.

Every 20 or 30 minutes, I'd try the radio, to no avail. Then we noticed the clouds thinning; an occasional spot of blue could be seen through the envel-

personal items and salvageable instruments and radios.

Soon we heard the flap-flap-flap of a helicopter rotor. A red and white Sikorsky 61 approached, circled, and gently touched down about 100 yards away. A man in an orange survival suit, looking like an alien from another planet, jumped from the helicopter and began stretching a red rope toward us. Several others followed.

I'd been standing by the tail of our airplane. I saw concern on their faces and stepped back into the cabin to help Sally out. After more than five hours she finally got out on the wing and down onto the snow. A policeman from Narsarssuak, on his first rescue mission, was so elated that he hugged us hard enough to make Sally wince. He had heard that one person had died in the crash.

Showing our rescuers a plastic sack

full of packages and clothes, Sally asked, "How much of this can we take?"

"All of it. We'll help you."

The helicopter remained at idle power. In a hazardous location, failure to restart or a mechanical problem could be fatal.

Sally carried a few small items but, feeling a little shaky after our ordeal, she climbed into the helicopter to stay. I made several trips from the plane to the helicopter, carrying as much as I could. I checked on Sally, and for the first time she let her emotions show in her quivering lip and moistened eyes. "I love you," I said and touched her on the cheek.

I made one more trip and salvaged an expensive radio computer processor. Then I walked away from the Twin Comanche for the last time.

In the helicopter, we were given

some warm broth; Sally was feeling better and was talking with members of the rescue team. The flight crew prepared for takeoff, but with the load now on board the copter strained to lift off but only succeeded in blowing snow. After some discussion, the rescue crew jettisoned two 55-gallon drums of jet fuel onto the snow to remain as silent companions to the Twin Comanche.

Finally, the helicopter slowly lifted from the snow and struggled for altitude. As it began to move forward, the downwash rocked my Twin Comanche gently on the snow. I felt a surge of remorse at leaving the machine that had become a part of my life.

So ended our trip to Europe. We are forever altered by this event. We survived an accident that we probably shouldn't have survived. And we get on with life, risks and all.

SAFETY FIRST!

A column dedicated to GA safety education
Sponsored by the Human Factors and Safety Education Committee

.....
Dr. Warren V. DeHaan, Chair
Guest columnist: E. Jeff Justis, M.D.
.....

Editorial Note: *The preceding article is included as a preface for those who are not familiar with Jeff Justis' ice cap incident 33 years ago. FPA has limited copies of his soft-cover 1987 publication with details and pictures. If you would like to receive a copy, please contact headquarters at Info@fpadrs.org. A signed and personalized copy will be mailed to you.*

2018—A Year of Decision

After our controlled flight into terrain on Greenland in 1986, Sally told me to get another airplane so she could get some sleep. Sally was amazingly calm after the ice cap, even with a mild compression fracture, and happy that we had survived. After we were home again, I kept talking about the airplane search I was pursuing. She was not especially interested in the technical details I kept regaling her with before going to sleep.

Thus, 33 years ago I flew our Aztec N6944A home from California. That airplane provided us reliable transportation all over the United States, Canada, the Bahamas, Dominican Republic, St. Croix, the Grenadines, Newfoundland, and St. Michelon.

I personally performed all the maintenance. I overhauled both engines twice. However, as the hours since the last overhaul approached 2000, I began considering my options. During the past several years, I had been considering when I would be wise to modify my flying. As the Aztec approached

its recommended TBO, I debated whether to overhaul and therefore commit to continued maintenance and (almost) all weather decision making.

The loss of our good friend and FPA member, Dave Mauritson, was also a factor in my self-assessment. In addition, this past year, as described in the following paragraphs, provided the final incentive. Meanwhile there were things to do and places to go in 2018.

Each January for the past 22 years we have flown to Williamsburg, Virginia, for an annual working wood conference. I'm proud to say we completed each flight with few delays and no cancellations. Not a bad record for general aviation.

This year, the three-and-a-quarter-hour flight to the Northeast was picture-perfect, blue sky with a tail wind. The return flight was via Columbus, Ohio, to visit family. On run up at KJGG, the mag check showed a significant drop. Using my analyzer, I was able to diagnose the problem as a fouled number

three bottom plug on the left engine. Cleaning that plug delayed our departure by a little over an hour. Now I was concerned about an area of freezing precipitation approaching Columbus.

The next 2 hours were rather stressful, staying on top of the situation, checking alternates etc. We approached and landed at KOSU without any problem.

However, I started thinking that maybe my age (86) seems to diminish the pleasure I once experienced through the challenge of instrument flying. Add to that the responsibility I also assumed in maintaining a rather complicated machine, and you can understand my evolving decision.

As is often the case, a regional meeting of the Flying Physicians Association enticed us to fly to Wilmington, North Carolina, a great town on Cape Fear. Once again the weather was beautiful on the flight to the coast. On the flight back we had to overnight in Gainesville, Georgia, to avoid flying through a squall line.

The annual inspection was now due, and for the third time in recent years, I had to remove a cylinder for repair. I don't feel that flying past TBO increases one's risk as long as issues that show up can be corrected. Still, with older aircraft and engines, one should anticipate increased frequency of maintenance issues.

Never daunted, however, we flew to the Greenbrier in West Virginia for the annual FPA meeting. As I pushed the plane back into a parking area, the right main tire went flat. With no tools available, a mechanic had to come from Harlan, Kentucky, to help.

Was my old bird trying to tell me something?

In July, we loaded woodworking magazines that I was donating to Thaddeus Stevens College in Lancaster, Pennsylvania. Sturbridge Village, Massachusetts, was our destination for another enjoyable woodworking meeting. On the day of departure the weather was below takeoff minimums so we stayed an extra day.

The following day was slightly better, but flyable. At the small airport at Southbridge where we had landed, the only way to get an instrument clearance was by telephone. So, we sat in the plane in the drizzle, engines running, for 30 or so minutes until we received our rather complicated clearance (always complicated in the Northeast). I'm proud to say, I copied with only a couple of requests for a repeat of an intersection. The flight home required my constant attention but otherwise, it was uneventful.

In August, Sally and a friend, who has flown with us on many adventures in the past, buckled into the Aztec for a trip to Cedar Key in Florida. We took off in good weather, but on reducing the throttle, I noticed a problem with the right engine turbocharger. A return was prudent. Assessing the problem on the ground convinced me that diagnosing and solving the turbo failure would require more days than we had, so we drove. (Need I elaborate!?)

After returning from Florida, I spent four weeks sending parts of the turbo system for inspection and repair or recalibration. It distressed me that each test flight failed to show improvement.

We had scheduled a trip to St. Michael's, Maryland, where

Sally's cousin lives, and for another FPA meeting. Because of the ongoing maintenance situation, I rented a car for the trip. But the day before we were to leave, I was reinstalling the last returned parts, and I noticed a crack in a rubber hose. This was easily replaced, and this time the test flight was satisfactory. (For want of a nail!) We canceled the car and flew our bird to St. Michael's for another good meeting with friends and family.

Once again weather reared her ugly head for our departure, requiring another telephone clearance after a 30-minute delay in the busy DC area. We landed at Gainesville to refuel and another maintenance glitch (overheated electric fuel pump and tripped starter circuit breaker) required my attention and delay, so we spent an extra night.

I think the old bird was really trying to send me a message.

An approach through a 500 scattered-to-broken layer brought us home to Oxford. While I'm still doing a credible job of keeping the blue side up, I decided that, painful as it is, selling the Aztec was the prudent action to take.

I thought I had the Aztec sold just before Christmas 2018. However, I had not heard from the buyer by the time we planned to drive to Destin to spend Christmas with family. So, with the airplane clean, everything working well and great weather going and coming, that final flight to Destin was a perfect ending to a wonderful career of over three decades flying a safe, capable machine!

She was sold effective 25 January 2019. The compensation for this lifestyle change is that we still have the RV6 (that I completed in 2010). We can use it for travel. It travels as fast as the twin on one fourth the fuel. It doesn't carry as much and is not an all weather airplane.

I'm even thinking of building another airplane. Stay tuned.

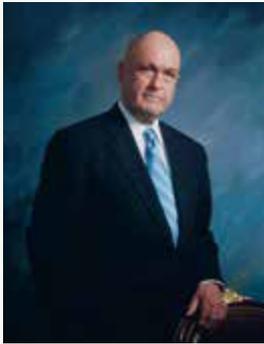


Jeff Justis

April 2019

Editorial Note: At some point, every pilot living to a "certain age" (which varies by individual), must begin thinking and seriously planning how and when to give up their beloved aircraft. This decision may be dictated by health issues or, as highlighted in Jeff's article, a tolerance to continue performing at a safe level with increased mechanical demands. This article is the chronicle of one man's decision and demonstrates that it is a complicated, thoughtful one, generally reached over months, even years. As always, it is "SAFETY FIRST".

IN MEMORIAM



William Edward Temple, M.D.

June 6, 1930 - October 5, 2018, San Diego

William Edward Temple, M.D., of San Diego, California, passed away peacefully on Friday afternoon, October 5, 2018, at Merrill Gardens, his residence in Banker's Hill, after a short period of declining health.

Bill, who was 88 years old, was preceded in death by his father, mother, and brother. He is survived by his sister, Marguerite Martin; his daughter and son-in-law, Kara and Steven Barnett; his son, Douglas Temple; nieces, Cyndi Stivers and Karey Eischeid; and four grandchildren.

Dr. Temple was born and raised in Ridgewood, New Jersey, to Olive Marguerite Crosby Temple and Harold Dudley Temple. He graduated from Ridgewood High School in 1948. Immediately after high school, he worked for the American Telephone and Telegraph Company (AT&T) as an office boy for two years, and then for the New York Telephone Company as a frame man. Bill attended the School of General Studies at Columbia University, where he rowed with the Columbia crew team on an 8-man shell. He received his Bachelor of Arts degree in 1956, and subsequently graduated in 1960 from the College of Physicians and Surgeons, Columbia's medical school. He then traveled to Chicago to do a rotating internship at the University of Chicago Hospitals.

While Dr. Temple was a research fellow for the American Heart Association, his group ran the first cardiopulmonary bypass equipment for open-heart procedures. In 1962, he was drafted into the Air Force and was stationed at Wright-Patterson AFB in Dayton, Ohio, where he conducted research with NASA on vibrational and impact problems associated with the Apollo rocket. He always had a fascination with space and for a time dreamed of becoming an astronaut. He also became an Air Force Flight Surgeon and earned a civilian pilot's license.

In 1964, he moved back to New York and began a four-year orthopedics residency at Columbia Presbyterian Medical Center. In 1968, he moved his family to San Diego and practiced general orthopedics until retiring in 2001.

He fulfilled many roles during his career, including Chief of Orthopaedics at Mercy Hospital, and was active with the San Diego Blood Bank. He had a practice in Borrego Springs, which gave him an excuse to fly a Beechcraft Musketeer into the desert weekly for office hours. When not flying, he loved speeding around in his BMW, which had a bumper sticker that read: I AM NOT DRIVING FAST, I AM FLYING LOW. A music lover, he sang with the San Diego Master Chorale for years, and he kept fit through his membership in the San Diego Rowing Club.

A sharply intelligent man with a fine attention to detail, he also had a gentle side and enjoyed sharing stories, laughter, comfort food, and martinis with his friends and family. He loved to hike, and climbed Mt. Whitney with his son. He also loved to ski, a passion he shared with his son and daughter. He will be missed dearly by all those he touched and helped through the years.

Published in The San Diego Union Tribune on Oct. 21, 2018

GREAT LAKES – DIXIE CHAPTERS SPRING 2019 MEETING

April 11-14, 2019
Louisville, Kentucky

Contact:
Vincent Ostrowski, MD
Cell 317-703-9799
vostrowski@midwestear.com



Louisville, Kentucky's largest city, sits on the Ohio River along the Indiana border. Every May, its race course Churchill Downs hosts the Kentucky Derby, a renowned horse race whose long history is explored at the Kentucky Derby Museum. Baseball is celebrated at the Louisville Slugger Museum and Factory, where Major League bats are produced, and a giant baseball "slugger" marks the en-



trance. When you visit Louisville, you get a true Kentucky experience. Whether you are a real "foodie" or have a taste for bourbon, an interest in thoroughbred horses and the Kentucky Derby, an interest in history or the performing arts, it's all in Louisville.

THUNDER OVER LOUISVILLE!

The Great Lakes-Dixie Chapters Spring Meeting dates also coincide with the



Thunder Over Louisville which combines an air show and spectacular fireworks presentation. "Thunder Over Louisville" will be Saturday, April 13th. This is the big Kentucky Air Show with the largest display of fireworks in North America. The air show is held Saturday beginning at 2:30 in the afternoon.

TOURS OPTIONAL AND INCLUDED

Louisville offers so many attractions of interest. Included in the registration is a Saturday afternoon tour of the Louisville Slugger Factory and Museum.



Several of the city highlights have been selected for "Optional" Tours: a Thursday Paddleboat Dinner Cruise with Sightseeing; Friday morning RFS Tour of the Churchill Downs Museum and Track; Friday afternoon Makers Mark Tour with lunch. Registration for the "optional tours" deadline is March 25. Optional tour registration after March 25 is based on availability and transportation seating.

THE SCHEDULE

Thursday, 4/11/19

Arrivals KLOU Bowman Field
 Louisville Executive Aviation

5:30-6:30 pm Cocktails/light appetizers (incl. room rate)

OPTIONAL To Mary M. Miller Paddleboat

Continued on next page

7:00-9:00 pm Dinner & Sightseeing Cruise

Friday, 4/12/19

7-7:45 am Breakfast (included room rate)

7:45 am-12:15 pm CME Session I

OPTIONAL

9- 11:30 am OPTIONAL RFS Tour Churchill Downs Museum

OPTIONAL

12:30-5:30 pm OPTIONAL Makers Mark Tour (lunch included)

6-7:30 pm Cocktails/light appetizers (included)

Dinner on your own

Saturday, 4/13/19

7-7:45 am Breakfast (included room rate)

7:55 am – 12:15 pm CME Session II

12:30 pm Lunch on your own

1:30 pm Walk to Slugger Factory/Museum Tour Louisville Slugger Museum

3:30 pm Thunder Over Louisville Airshow

6:30 pm Cocktails/light appetizers (included)

7:30 pm Meeting Closing Dinner

9:30 pm Fireworks Show

Sunday, 4/14/19

7:00 am Breakfast (included room rate)

Individual departures

APRIL 11-14, 2019, are the dates of the Dixie-Great Lakes Chapters Spring meeting, hosted at the popular Embassy Suites Hotel in downtown Louisville, Kentucky. Book your guest room early to avoid disappointment. April is a "high season" meeting month. Guest rooms may always be canceled in advance if plans change --



and a sold-out hotel is not uncommon in April.

GETTING AND STAYING THERE

FBO: KLOU Bowman Field

COMMERCIAL: (SDF) Louisville International Airport

HOTEL: Embassy Suites Downtown Louisville

Address: 501 South Fourth Street, Louisville, Kentucky, 40202

Telephone: 502.813.3800

Room Rate: \$199/night suite

RESERVE A ROOM: <https://tinyurl.com/FLY2019>

An historic building with a contemporary, boutique-like ambiance, Embassy Suites Louisville Downtown boasts a fantastic location next to the Fourth St. Live! Entertainment District with its many restau-

rants and bars, and is just three blocks from Whisky Row, where you can take a bourbon tour of several distillers. This all-suite hotel in downtown Louisville, Kentucky, is also just blocks from the KFC Yum! Center, Museum Row, the Kentucky Center for Arts, and the Muhammad Ali Museum.

Mark the dates on your calendar. Reserve your hotel room (the city begins to fill up with Thunder Over Louisville every year). Watch for updates on the FPA website: www.fpadrs.org and by email. It's going to be an amazing experience for everyone – don't miss it.

2019 Great Lakes-Dixie Chapters Registration: The FPA/FDA attending single member registration with no accompanying guest or family member is \$250.00. FPA/FDA attending couple (member with guest or spouse) is \$460.00. The registration fees include the Thursday, Friday and Saturday evening receptions; Friday, Saturday and Sunday breakfasts (included in room rate); Friday and Saturday CME Sessions with coffee breaks; Saturday afternoon Slugger Museum and Factory tour; Thunder Over Louisville Airshow; Saturday evening dinner and fireworks. Visit www.fapdrs.org to register today.

2019 Great Lakes/Dixie Chapters: Registration cancellation is made by calling the FPA Headquarters office, 936.588.6505, or by email to ahenderson@fpadrs.org. The cancellation administration fee through March 15 is \$25 per person. From March 16 through April 8, cancellation fee is \$50 per person. No registration fees will be refunded after April 8, 2019.

SOUTHWEST – WESTERN CHAPTERS FALL 2019 MEETING

September 12-15, 2019
The El Dorado Hotel
Santa Fe, New Mexico

Meeting Contact Contacts:

John D. Davis, MD

drjohn@hctc.net

830.739.0845

Billie Davis 830.739.0846

Santa Fe, New Mexico is a magical, exuberant, colorful journey at any time of year. The legendary history and culture will inspire you. The art galleries and diverse visual arts span ancient traditional art to the most contemporary, making it one of the largest and most important art markets in the country.

Santa Fe, New Mexico's capital, sits in the Sangre de Cristo foothills. It's renowned for its Pueblo-style architecture and as a creative arts hotbed. Founded as a Spanish colony in 1610, it has at its heart the traditional Plaza. The surrounding historic district's crooked streets wind past adobe landmarks including the Palace of the Governors, now home to the New Mexico History Museum. Situated at 7,000 feet in the foothills of the southern Rocky Mountains, Santa Fe is the highest and oldest capital in the U.S. It's America's second oldest city.

The Southwest and Western Chapters invite everyone to join them in September, 2019, in this iconic location. Come to visit old and new friends, enjoy the outstanding CME that the chapter meetings offer, and soak in the

beauty of Santa Fe.

Just steps outside the meeting hotel is a world to explore. Discover Santa Fe's compelling history, treasured art and architecture and amazing culinary adventures. You can enjoy many historic sites on foot: the Loretto Chapel with its famous "Miraculous" staircase, and the Cathedral Basilica of St. Francis, built between 1869-2886 in the French Romanesque Revival style.

There's nothing like shopping in Santa Fe, where you'll find one-of-a-kind treasures that you'll want to take home as mementos of your visit. The boutiques and galleries are famous, with an incredible selection of clothing, jewelry, art and more. Santa Fe is famous for its spas, which offer a variety of treatments guaranteed to rejuvenate and refresh.

Spend a day exploring the fascinating museums of downtown Santa Fe. The Georgia O'Keeffe Museum is a good place to start. It's small and easily seen within an hour, showcasing the works of the country's most famous female artist. Then head over to the New Mexico Museum of Art, where

you'll discover paintings by traditional and contemporary Southwestern artists. Nearby is the New Mexico History Museum, a cutting-edge museum that explores the region's history in a multi-media environment. The Palace of the Governors, part of the history museum, is the country's oldest, continuously in use public building and is worth visiting for its fascinating history.

GETTING THERE AND STAYING THERE

Airport: KSAF

FBO: Pending

The El Dorado Hotel
309 W San Francisco St
Santa Fe, NM 87501

This upscale pueblo-style hotel is a 2-block walk from both Santa Fe Plaza and the Georgia O'Keeffe Museum. The rustic-chic rooms and suites feature handcrafted furniture and local art, plus flat-screen TVs and mini-fridges. Upgraded units add balconies, and some suites have wood-burning fireplaces.

A sleek lounge offers cocktails and

Continued on next page ⇌

light fare, and the restaurant serves global cuisine made with ingredients from nearby farms. There's a heated rooftop pool and a fitness center with views of downtown. The spa specializes in treatments using native plants and herbs.

800.955.455. Guests calling in may reference either the group name or group code.

Online reservations - <https://www.tinyurl.com/FPASouthwest-Western>

Group Name: FPA Southwest-Western Chapters

Group Code: 190909

Room rates: \$199 per night + \$25 per night resort fee

Includes: Underground secured valet parking, guestroom wi-fi, bottled water and Keurig coffee & tea in guest rooms, refrigerator, safe, robes, access to the heated salt-water pool, hot tub and fitness center, coffee, tea, fresh fruit and daily newspapers in the lobby.

Room rate Cut-off: August 13, 2019

Parking Fee: \$15/day for non-guests

PLANNED SCHEDULE

An optional one-day pre-meeting tour to Los Alamos is planned, departing Santa Fe on Thursday, September 12. More information to be posted in upcoming Bulletins and on the FPA website. Los Alamos is recognized as the birthplace of the atomic bomb—



the primary objective of the Manhattan Project by Los Alamos National Laboratory during World War II.

THURSDAY, SEPTEMBER 12

6:00 pm Welcome Reception
Dinner on your own

FRIDAY, SEPTEMBER 13

7:00 am Group Breakfast
7:55 am Welcome/
Announcements
8:00 am CME Session I
12:15 pm Session adjourns

1:00 pm Canyon Road Visit
Includes group luncheon
6:00 pm Hospitality Hour
Dinner on your own

SATURDAY, SEPTEMBER 14

7:00 am Group Breakfast
7:55 am Welcome/
Announcements
8:00 am CME Session II
12:15 pm Session adjourns

Afternoon Free
6:15 pm Reception
6:45 pm Group Dinner

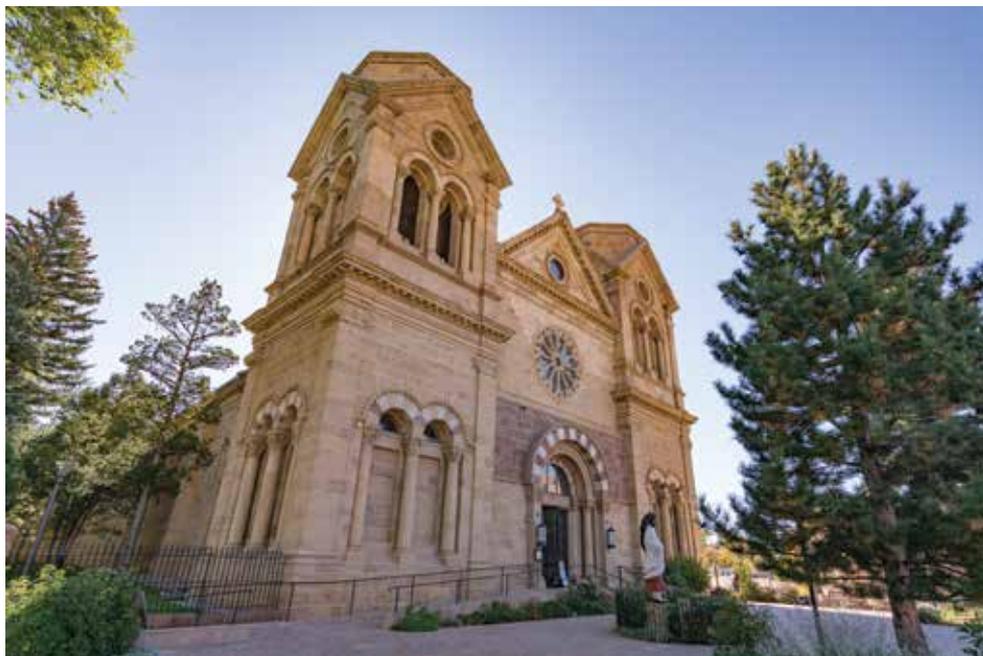
SUNDAY, SEPTEMBER 15

Individual Departures

Southwest and Western Chapters invite all members of FPA and FDA to join them in Santa Fe for a memorable weekend. Reserve your hotel accommodations now!

CHAPTER MEETING REGISTRATION CANCELLATION

Make cancellations on or before August 13 with the FPA Headquarters office: (936) 588-6505, or ahenderson@FPAdrs.org. Cancellation fee is \$50 through August 13. Cancellation August 14 – September 9 is \$100. NO REGISTRATION FEES WILL BE REFUNDED after September 9.



TRI-CHAPTER MEETING HOSTED BY THE NORTHEAST CHAPTER

**Gettysburg,
Pennsylvania
September 19-22, 2019**

Contact: Denise M. Kenna, MD
dmkenna@comcast.net
717.515.5117



GETTYSBURG – a Civil War battle that has captured the hearts and minds of Americans for decades and the site of a Presidential Address that is quoted far and wide. The fall 2019 Tri-chapter meeting, hosted by the Northeast Chapter, takes you back into the history and the stories behind the conflict that changed the USA forever.



The Battle of Gettysburg, fought from July 1 to July 3, 1863, is considered the most important engagement of the American Civil War. After a victory over Union forces at Chancellorsville, General Robert E. Lee marched his Army of Northern Virginia into Pennsylvania in late June 1863. On July 1, the advancing Confederates clashed with the Union's Army of the Potomac,



commanded by General George G. Meade, at the crossroads town of Gettysburg. The next day saw even heavier fighting, as the Confederates attacked the Federals on both left and right. On July 3, Lee ordered an attack by fewer than 15,000 troops on the enemy's center at Cemetery Ridge. The assault, known as "Pickett's Charge," managed to pierce the Union lines but eventually failed, at the cost of thousands of rebel casualties, and Lee was forced to withdraw his battered army toward Virginia on July 4.

In November 1863, President Abraham Lincoln stood at Gettysburg and began his speech, "Four score and seven years ago..." ending with "that government of the people, by the people, for the people, shall not perish from the earth."

THE MEETING HOTEL

For the Tri-Chapter meeting, a family-owned and operated hotel overlooking the historic battlefields will host the fall meeting of the Northeast, Great Lakes and Dixie Chapters, FPA. This new hotel provides rooms and suites with Serta Perfect Sleeper beds, sleeper sofas and refrigerators. Included in the room rate are a complimentary hot breakfast buffet, an indoor pool and fitness center and free wi-fi. The hotel is conveniently located within walking distance of shops, restaurants, museums and famed historic sites including the Gettysburg National Military Park.

Book your hotel room early to ensure the accommodations of your choice.

Best Western Gettysburg
301 Steinwehr Avenue
Gettysburg, PA 17325
717.334.1188

FPA Guest room:
\$115 King Thursday;
\$145 Friday/Saturday

Continued on next page ⇨

\$125 2-queens Thursday;
 \$150 Friday/Saturday
 Cut-off reservations: August 18, 2019
 Checkout: 12 noon

MORE ABOUT THE AREA

In addition to the Military Park, The Shriver House Museum details the ci-



vilian experience and what the townspeople went through before, during and after the battle. The Seminary Ridge Museum focuses on the first day of battle and what led up to it.

Beyond the battlefield, the town of Gettysburg has a quaint, small-town



culture that can be experienced by strolling the streets, sampling the local flavor at the tasting rooms and restaurants and simply enjoying the picturesque town.

The Adams County countryside is dotted with idyllic farms and orchards, passionate craft beverage makers and bountiful fruit and farm markets. The Adams County Pour Tour is a craft beverage trail that takes visitors out into the countryside to experience a literal taste of Adams County through the hand-crafted wines, beers, ciders and spirits. The many markets offer experiences all their own.



THE MEETING SCHEDULE

Thursday, September 19

Evening Welcome Reception
 Home of David and
 Kerri Speranza

Evening Reception and
 Dinner at the Gettysburg
 Visitors Center
 (includes free access to the
 Museum)
 AOPA speaker at dinner

Friday, September 20

Breakfast included in host hotel
 Morning CME Session I
 Afternoon bus tour of
 Gettysburg Battlefield

Sunday, September 22

Breakfast included at host hotel
 Individual departures at leisure

Saturday, September 21

Breakfast included in host hotel
 Morning CME Session II
 Afternoon free

The Northeast Chapter invites you to come and bring your family to Gettysburg for a meeting experience that all will remember.

CHAPTER REGISTRATION CANCELLATION

Make cancellation on or before September 7 with the FPA headquarters office: (936) 588.6505, or ahenderson@fpadrs.org. Cancellation is \$50 through September 7. Cancellation between September 7 and September 16 is \$100. NO REGISTRATION FEES WILL BE REFUNDED after September 16.

FPA MEETINGS REGISTRATION FORM

Last Name	First	MI/Name	Nickname for badge	
Mailing Address	City	State	Zip Code	E-mail Address
Spouse Name	Spouse CME Y/N	Telephone	Other Guests	
Plane Type	N#			

Payment by Check -- Send with this completed form to FPA Headquarters, 11626 Twain Drive, Montgomery, Texas 77356

Payment by Credit Card -- Go to www.FPADRS.org and sign in as member. Select meeting of interest and double-click. Scroll to the bottom of the meeting description for payment options. In completing information, provide your e-mail for payment receipt notification.

Please complete all information above. Check beside the meetings you plan to attend.

Great Lakes-Dixie Chapters April 11-14, 2019	Embassy Suites Louisville, Kentucky	<input type="checkbox"/> \$460.00 FPA/FDA Couple <input type="checkbox"/> \$250.00 FPA/FDA Single <input type="checkbox"/> \$250.00 Adult Guest <input type="checkbox"/> \$75.00 Children 6-12 <input type="checkbox"/> \$60 pp Thurs Paddleboat Dinner Cruise <input type="checkbox"/> \$40.00 pp Friday AM Churchill Downs <input type="checkbox"/> \$85.00 pp Friday PM Makers Mark
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FPA 65th Annual Meeting June 1-4, 2019	The Hilton Downtown Hotel Fort Worth, Texas	<input type="checkbox"/> See pages 27-28
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Southwest-Western Chapters Fall Meeting September 12-15, 2019	Hotel El Dorado Santa Fe, New Mexico	<input type="checkbox"/> \$345.00 FPA/FDA Single <input type="checkbox"/> \$650.00 FPA/FDA Couple
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Tri-Chapters Fall Meeting (NE Chapter host) September 19-22, 2019	Best Western Gettysburg, Pennsylvania	<input type="checkbox"/> \$575.00 FPA/FDA Couple <input type="checkbox"/> \$325.00 FPA/FDA Single <input type="checkbox"/> \$300.00 Adult Guest <input type="checkbox"/> \$150.00 Children 6-12
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Fax this form to 832-415-0287 or mail to:
 FPA Chapters Meetings
 11626 Twain Drive • Montgomery, Texas 77356



MARK THOMAN
2018 Distinguished Service
Award



FPA AWARDS NOMINATION FORM



VICI DeHAAN
2018 Co-Pilot of the Year

Purposes of the Flying Physicians Association:

- To promote education and research related to medicine and aviation
- To promote aviation safety by research, education and dissemination of information on medical factors affecting the operation of aircraft
- To stimulate interest in aviation medicine
- To offer assistance in the rapid movement of trained medical personnel, donor organs, blood, patients and emergency supplies
- To encourage aviation activity among physicians for the betterment of the medical profession
- To emphasize the use of aircraft in facilitating the practice of medicine
- To cooperate with civilian agencies engaged in the welfare of our country
- To promote Samaritan and community service related to aviation medicine



JOHN DAVIS
2018 Airman of the Year

Date: _____ My name: _____

My phone: (____) - _____ - _____ My e-mail address: _____

I am nominating (Name of nominee) _____ for:

Distinguished Service Airman of the Year Co-Pilot of the Year Honorary Member

Accomplishments and contributions which qualify this person for this award (attach extra sheet if needed):

Distinguished Service: *Recipient must be a voting member of the Flying Physicians Association and have contributed significantly toward the organization's mission and goals.*

Co-Pilot of the Year: *Recipient must be the co-pilot of a voting member of the Flying Physicians Association and have contributed significantly toward the organization's mission and goals.*

Airman/woman of the Year: *Recipient has made a notable contribution to aviation medicine, to aviation safety or education in aviation. It is not mandatory that the nominee be a licensed physician but should be associated in allied sciences.*

Honorary: *It is not mandatory that the recipient be a physician. The person nominated will have made significant contributions to aviation or aviation safety. Nominees will be submitted to the Executive Committee for approval.*

Send this form to: The FPA Awards Committee, Roger Hallgren, MD, Chair; 109 Robert Circle, Belle Plaine, MN 56011
PHONE: 612.240.1714 E-MAIL: rbhallgren@hotmail.com. This was his message:

Distinguished Service Award

1971 Herman A. Heise, MD
 1973 Walter Zumdorfer, MD
 1977 Paul A. Woods, MD
 1980 Geo. Gumbert, Jr., MD
 1981 Richard V. Kubiak, MD
 1982 Sidney Goldstone, MD
 Wymond B. Wilson, MD
 1983 Willis H. Taylor, Jr., MD
 1985 H. Edw. Klemptner, MD
 1989 Floyd McSpadden, MD
 M. Y. Stokes, III, MD
 1990 Richard Sugden, MD
 1992 Benj. H. Word, Jr., MD
 1993 Paul A. Haight, DO
 1994 Ian Blair Fries, MD
 1995 Ramon J. Pabalan, MD
 1996 William R. Bernard, MD
 1997 Daniel R. Cooper, MD
 1998 Owen W. Brodie, MD
 2000 Bernard Heckman, MD
 2001 R. Alec Ramsay, MD
 2002 John R. Hunt, MD
 2004 David R. Mauritson, MD
 2006 Warren V. DeHaan, OD
 2007 Lawrence Gahagan, MD
 2008 Peter Sones, MD
 2009 Charles Reinninger, MD
 2010 Peter A. Bartlett, MD
 2011 Kevin E. Ware, DO
 2012 Douglas W. Johnson, MD
 2013 Roger B. Hallgren, MD
 2014 Frank W. Browning, MD
 2015 W. Kenneth Austin, MD
 2016 Ronald D. Craig, MD
 2017 John E. Freitas, MD
 2018 Mark E. Thoman, MD

Co-Pilot of the Year

1993 Dorothy Klemptner
 1994 Marsha Carlson
 1995 Jo Ann Drake
 1996 Ann Bernard
 1997 Pat Thompson
 1998 Art Nodecker
 1999 Sissie Miller
 2000 Pat Brodie
 2001 Ruth Ann Heckman
 2002 Merle Gahagan
 2003 Sally Justis
 2004 Lindsay Sones
 2006 Pam Towle
 2007 Diane Otto
 2008 Jean Browning
 2009 Jerre Hall

2010 Carrie Reinninger
 2011 Betty Hunt
 2012 Tina Tormes
 2013 Mary Briccetti
 2014 Ana Stransky
 2015 Cindy Mulvey
 2016 Margo Austin
 2017 Linda Goldberg
 2018 Vici DeHaan

Airman/woman of the Year

1960 Mr. George Haddaway
 1961 William Requarth, MD
 1962 Mr. Scott A. Crossfield
 1964 Mr. Leighton Collins
 1965 Mr. Ralph M. Harmon
 1966 Karl Frudenberg, MD
 1967 James A. Roman, MD
 1968 H.D. Vickers, MD
 1973 Forrest Bird, MD, PhD
 1974 Story Musgrave, MD
 1976 Captain Robert N. Buck
 1977 Mr. William K. Kershner
 1978 Carl J. Crane, Col. USAF
 1979 Curtis W. Caine, Sr., MD
 1980 E. Jeff Justis, Jr., MD
 1982 Mr. Paul H. Poberezhny
 1983 Story Musgrave, MD
 1989 William R. Bernard, MD
 1990 H. Edw. Klemptner, MD
 1993 Kuros Tabari, MD
 1994 H. Schirmer Riley, MD
 1997 R. C. Thompson, MD
 1999 John Hastings, MD
 2004 Felix R. Tormes, MD
 2006 Michael Brothers, MD
 2012 J. Mac McClellan
 2014 Ronald A. Siwik, MD
 2016 David A. Mauritson, MD, JD
 2017 Warren V. DeHaan, OD
 2018 John D. Davis, MD

FPA Honorary Members

1955 Mark E. DeGross
 (FPA Staff)
 1956 Col. Roscoe Turner
 A. Arroyo-Damian, MD
 R. T. Prieto, MD
 C. Zavala, Jr., MD
 1958 Col Wilbert H. McElvain
 1959 Mr. Leighton Collins
 Mr. Wm. T. Piper, Sr.
 (Commer. Support Mbr.)
 1960 Mr. George Haddaway
 1962 Mr. Scott A. Crossfield

Mr. Jack Schuler
 1963 Edward R. Annis, MD
 Mr. Najeeb E. Halaby
 (Commer. Support Mbr.)
 1964 Forrest Bird, MD, PhD
 Ralph W. Kenyon
 1965 Mr. Bernt Balchen
 1967 Mr. Richard L. Collins
 Mr. Ralph Nelson
 1968 Maj. Gen. Joseph Caldara,
 USAF
 1969 Mr. Max Karant
 1970 The Hon. Don H. Clausen
 1972 Mr. Joseph Diblin
 Mr. Don Flower
 (Commer. Support Mbr.)
 1973 Mr. Joseph E. Sidoti
 1974 Mr. Max Conrad
 1976 Wilbur R. Franks, MD
 Mr. James L. Harris
 1977 Mr. Joseph Tymczyszyn
 1978 Col. M. Y. Stokes, Jr.
 1980 Harriet C. & Al Carriere
 (FPA Staff)
 1982 Mr. Kenneth E. Sheets
 (Commer. Support Mbr.)
 1983 Dr. Victor B. Maxwell
 Dr. Geoffrey Fearnley
 Dr. Brian H. Pickard
 1984 Mr. Richard L. Taylor
 Dr. Silvio Finkelstein
 1986 Mr. Don Drake
 (FPA Staff)
 1991 Mr. Barry R. Smith
 1996 Warren V. DeHaan, OD
 Mr. Phillip Boyer
 1998 Marvin Kolkin, MD
 Mr. Marvin Donnaud
 (Commer. Support Mbr.)
 Mrs. Pat Nodecker
 (FPA Staff)
 2000 Col. Elmo C. Baker, USAF
 Mr. Bruce Landsberg
 2001 William Thompson, PhD
 2006 Mr. Dale Klapmeier
 (Commer. Support Mbr.)
 2007 Alexander Sloan, MD
 2009 Russell B. Rayman, MD
 2010 Linda Godwin, PhD
 2011 Michael D. Busch, A&P/IA
 2014 Mr. Walter C. May
 (Commer. Support Mbr.)
 James V. Gainer, III, MD

Flying Physicians Association, Inc.

2019 ANNUAL MEETING SCHEDULE-AT-A-GLANCE

President: Mark C. Eidson, MD RFS Chair: Sarah Eidson

Scientific/Aviation Program Chair: R. Stephen Smith, MD

FRIDAY, May 31, 2019

All Day arrivals	TexasJet 800.776.4547 customerservice@texasjet.com	Meacham Field KFTW
2:00 – 6:00 pm	Pick Up Badges and Registration Packets	West Promenade
3:00 – 5:15 pm	FPA Executive Committee (closed meeting)	Citizens C
6:00 pm	OPTIONAL GROUP TOUR Walk from hotel (6 minutes)	Wine Tasting Fort Worth Club

SATURDAY, June 1, 2019

8:00 am – 5:00 pm	Pick Up Badges and Registration Packets	West Promenade
8:15 – 11:30 am	FPA Board of Directors	Texas C-D
10:30 am	Free Guided Tour	Bass Performance Hall
12:45 pm	Welcome and Announcements	Crystal A-B
1:00 – 5:30 pm	SESSION ONE	
1:15 – 2:00 pm	RFS Introduction Session Sarah Eidson, Hotel Concierge, CVB, Local RFS	Citizens B
2:00 pm	OPTIONAL GROUP TOUR RFS Fort Worth Guided Walking Tour	
6:00 pm	Board Transportation to Eidson Home	Hilton Front Entry Commerce Street Eidson Home
6:30 – 9:00 pm	Welcome Reception	
9:00 pm	Board Transportation to Hotel	

SUNDAY, June 2, 2019

6:30 am	Nominating Committee Meeting (closed)	Citizens C
7:00 – 9:00 am	Registered Attendee Breakfast	Crystal B
8:00 am	Announcements	Crystal A-B
8:15 am - 1:00 pm	SESSION TWO	
1:20 pm	OPTIONAL GROUP TOUR Lunch at “The Modern” and docent-guided Tour at Kimbell Art Museum	Hilton Front Entry Cultural District
5:30 – 7:30 pm	Stump the IA: Pilots with Mike Busch	Crystal B

MONDAY, June 3, 2019

6:30 am	Human Factors and Safety Education Committee	Citizens C
7:00 – 9:00 am	Registered Attendee Breakfast	Crystal C
8:00 am	Announcements	Crystal A-B
8:15 am – 12:00 pm	SESSION THREE	
9:00 – 11:45 am	OPTIONAL GROUP TOUR Fort Worth Botanic Gardens	Hilton Front Entry Cultural District
12:15 – 3:00 pm	OPTIONAL WORKSHOP (lunch included) “Stop the Bleed” Hands-on Certification	Citizens D
12:30 – 5:00 p.m.	OPTIONAL GROUP TOUR Joe T. Garcia’s Tex-Mex/Cattle Drive	Hilton Front Entry The Stockyards

TUESDAY, June 4, 2019

6:30 a.m.	Chapters and Membership Committee	Citizens C
7:00 – 9:00 am	Registered Attendee Breakfast	Crystal C
8:00 a. m.	Announcements	Crystal A-B
8:15 am – 12:00 pm	SESSION FOUR	
8:30 – 11:45 am	OPTIONAL GROUP TOUR Chef-led Cooking Class	Hilton Front Entry Central Market
12:10 – 12:30 pm	FPA Annual Business Meeting	Crystal A
1:00 – 4:00 pm	OPTIONAL GROUP TOUR Aviation Museum (includes lunch)	Hilton Front Entry American Airlines Smith Museum
6:00 pm	Cocktail Reception	West Promenade
6:45 pm	Awards Celebration Dinner	Crystal B

CONTINUING MEDICAL EDUCATION (CME) INFORMATION AND DISCLAIMERS

Speakers and faculty for the 2019 Annual Meeting completed the FPA Agreement to comply with the FPA Conflict of Interest policy and to identify to participants any discussion of non-FDA approved or investigational uses of products or medical devices included in their presentation.

A Conflict of Interest is present when individuals (or their spouses/partners) in a position to control the content of CME, have a relevant personal financial relationship with a commercial entity that benefits the individual and may ultimately bias the presentation of that content to colleagues and participants. Since fair, unbiased education serves as part of the foundation for development of quality CME, FPA CME must identify affiliations and resolve to the satisfaction of the planners and the speaker/faculty the stated conflict/s.

All conflicts of interest are disclosed to attendees in the meeting handout and in the materials available in advance of the 2019 Annual Meeting.

RECEIVING CREDIT

Sign-in sheets are available each day during the FPA Annual Meeting at the entry to the meeting General Session room. Registered physicians and other health care professionals, who have indicated they want CME credits for attending, may sign and expect to receive their CME Certificate of Completion. Participants are expected to claim credit only for the activities and time they were present

Healthcare professionals registered for the meeting, family members, spouses or guests may sign-in each day and receive a certificate. It is important to notify FPA Headquarters in advance to ensure your name is on the sign-in sheets and a certificate prepared.

CREDIT APPLICATION

Application for CME credits has been filed with the American Academy of Family Physicians. Determination of credit is pending.

Questions regarding Continuing Medical Education Credit may be directed to Dr. Richard W. Sloan, CME Committee Chair or Ms. Alice A. Henderson, FPA Executive Vice-President.

2019 FPA ANNUAL MEETING SCIENTIFIC SCHEDULE

Flying Physicians Association, Inc.

June 1 – 4, 2019

President: Mark C. Eidson, MD, FAAFP Program Chair: R. Stephen Smith, MD, RDMS, FACS

Saturday, June 1, 2019

12:30 pm

Registrant Sign-In

12:45 pm

Welcome and Announcements

1:00 pm – 5:30 pm

SESSION ONE

1:00 pm

Sepsis: New definitions, new conceptions, new approaches

What specific diagnostic and therapeutic interventions must be completed immediately upon suspicion of sepsis?

Timothy G. Buchman, PhD, MD, FACS, FCCP, MCCM, Professor of Surgery, Anesthesiology, and Biomedical Informatics, Emory University School of Medicine, Atlanta, Georgia

Upon completion of this presentation, the learner will be prepared to:

- Describe and discuss the contemporary definition of sepsis (Sepsis-3).
- Recognize, compare, and contrast the hyper inflammatory and hypo inflammatory responses to overwhelming infection.
- Discuss and use contemporary approaches to detection of sepsis, treatment of sepsis, and mitigation of sepsis sequelae.

1:45 pm Audience question and answer

2:00 pm

Vulnerabilities of Space Assets and the Impact on General Aviation: How would their loss affect your ability to fly? (non-CME)

What unique risks will pilots face in the event of loss of space assets?

Mark R. Mercier, MS, 2nd Lieutenant, US Air Force, Kirtland Air Force Base, Albuquerque, New Mexico

Upon completion of this presentation, the learner will be prepared to:

- Itemize and discuss the currently known risks to space assets availability.
- Discuss the potential effects a loss of space capabilities could have on general aviation.

2:25 pm Audience question and answer

2:30 pm

Break

2:45 pm

The Pilot with Heart Disease: Becoming airworthy again!

What are the certification requirements for cardiac patients to fly?

Andrew H. Miller, MD, FACC, FCAMA, Aviation and Interventional Cardiology, Clinical Physician, The Heart Place, Dallas-Fort Worth, Texas

Upon completion of the presentation, the learner will be prepared to:

- Care for pilots that develop cardiac disease.
- Outline and implement requirements for patients/pilots with cardiac disease to be cleared for flight duties.

3:15 pm Audience question and answer

3:30 pm

Deep Brain Stimulation for Tremor

When is deep brain stimulation indicated for patients with tremor? Can pilots with tremor be certified to fly?

John Gorecki, MD, FRCS, FACC, Neurosurgeon, Neurology Answers LLC, Cummings, Georgia,

Upon completion of the presentation, the learner will be prepared to:

- Discuss indications for surgery for Parkinson's Disease or essential tremor.
- Outline the obstacles a patient treated for tremor may encounter in qualifying for a plot medical certificate.

3:50 pm Audience question and answer

- 4:00 pm **Infectious Disease Update**
What are the latest immunization protocols, resistant bugs, and needle stick algorithms?
 Richard S. Roth, MD, Infectious Disease, RSR Medical Inc., Savannah, Georgia
Upon completion of the presentation, the learner will be prepared to:
- Incorporate into clinical practice the most recent changes in 2018 vaccination protocols.
 - Promote awareness among clinical staff of emerging resistant pathogens in the outpatient setting.
 - Identify needle stick algorithms and protocols regarding exposure to blood and body fluid exposures.
- 4:40 pm Audience question and answer
- 4:45 pm **Haiti: Medical Mission Opportunities for Flying Physicians**
What is it like to be involved in a medical mission in an underdeveloped country?
 Richard T. McGlaughlin, MD, Gastroenterology, Alabama Digestive Diseases PC, Birmingham, Alabama
Upon completion of the presentation, the learner will be prepared to:
- Participate in international medical mission flights.
 - Describe opportunities for medical mission work in Haiti.
- 5:15 pm Audience question and answer
- 5:30 pm Adjourn for the day

Sunday, June 2, 2019

8:00 am Announcements

8:15 am – 1:00 pm SESSION TWO

- 8:15 am **National Transportation Safety Board (NTSB) Update** (non-CME)
Why do crashes still happen, and what can I do to make my flight operation as safe as possible?
 Bruce S. Landsberg, ATP, CFII, ME, Aviation Safety, Past Executive Director, AOPA Safety Institute, Vice Chair National Transportation Safety Board, Mt. Pleasant, South Carolina, and Washington, DC.
Upon completion of the presentation, the learner will be prepared to:
- Operate an aircraft safely.
 - Describe the leading causes of general aviation accidents.
- 8:45 am Audience question and answer
- 9:00 am **Acute Pain Management for Total Joint Arthroplasty**
What criteria are used in choosing between regional block, single injection vs continuous and the choice of technique, regional vs general?
 Donald S. Bohannon, MD, Associate Professor of Anesthesiology, University of Florida, Gainesville, Florida
Upon completion of the presentation, the learner will be prepared to:
- Explain choices and make recommendations for pain management to patients and colleagues.
 - Outline the risks and benefits of pain management options.
- 9:20 am Audience question and answer

- 9:30 am **What a Pilot Taught Me About Negotiations** (a Practice Management presentation)
How can I improve the outcomes of my negotiations?
David J. Norris, MD, MBA, Cardiac Anesthesiologist, Assistant Professor of Anesthesiology, University of Kansas School of Medicine, Wichita, Kansas
Upon completion of the presentation, the learner will be prepared to:
- Cite the importance of using a system in preparing for negotiations.
 - Use a checklist to manage emotions and improve decision-making in negotiations
 - Describe the impact of a physician's mindset upon the negotiations.
- 9:55 am Audience question and answer
- 10:00 am Break
- 10:15 am **Balance Disorders and the Elderly**
What should I consider when evaluating and treating balance disorders in older patients?
Vincent B. Ostrowski, MD, Otolaryngologist, Midwest Ear Institute, Indianapolis, Indiana
Upon completion of the presentation, the learner will be prepared to:
- Cite the most common causes of imbalance in the elderly.
 - List common treatment options to decrease symptoms and fall risk.
- 10:45 am Audience question and answer
- 11:00 am **'Big Iron' and 'Cold Steel': Checklists for Aviation and Surgery**
Have checklists improved safety and outcomes in medicine?
Scott C. Brakenridge, MD, FACS, Assistant Professor of Surgery, University of Florida, Gainesville, Florida
Upon completion of the presentation, the learner will be prepared to:
- Explain the benefits of checklists in aviation and medicine.
 - Apply checklists in patient care and management.
- 11:25 pm Audience question and answer
- 11:30 am **Hypoxia in General Aviation**
What is the risk of hypoxia for the general aviation pilot and for patients traveling by air?
James R. Elliott, MD, MPH, FAsMA, Aerospace Medicine and General Preventive Medicine, Manager, ATC Virtual Hiring Team, Federal Aviation Administration, Ft. Worth, Texas
Upon completion of the presentation, the learner will be prepared to:
- List four common mechanisms of hypoxia and discuss the pathophysiology of each type.
 - Discuss the impact of hypoxia on performance and cognitive function.
 - Identify the impact of obstructive sleep apnea on performance and airman medical certification.
- 12:05 pm Audience question and answer
- 12:15 pm **American Board of Surgery (ABS) Continuing Certification: The Surgical Biennial Flight Review**
How does ongoing certification help me as a physician, and how did aviation experience impact ABS thinking?
Tyler G. Hughes, MD, FACS, Professor of Surgery, University of Kansas School of Medicine, Salina, Kansas
Upon completion of the presentation, the learner will be prepared to:
- List the precepts of continuing medical certification.
 - Describe the steps in ongoing medical/surgical certification.
 - Describe adult learning concepts for medical/surgical certification.
- 12:50 pm Audience question and answer
- 1:00 pm Adjourn for the day

Monday, June 3, 2019

8:00 am Announcements

8:15 am – 12:00 pm

SESSION THREE

8:15 am **Medications That May Cut Your Flying Career Short: A simple guide to sleep-related medications**

Why has this Restless Leg Syndrome (RLS) medication disqualified me (or my patient) from flying?

Frank M. Ralls, MD, Associate Professor of Internal Medicine, Program Director, Sleep Medicine Fellowship, Medical Director Sleep Disorders Center, University of New Mexico School of Medicine, Albuquerque, New Mexico

Upon completion of the presentation, the learner will be prepared to:

- Categorize insomnia medications into 4-main categories.
- Explain the half-lives of the most commonly used “sleep meds”.
- Describe good alternatives to treating RLS and Periodic Limb Movements of sleep (PLMS).

8:50 am Audience question and answer

9:00 am **Formation, Consideration & Breach: Oh My!** (Practice Management presentation)

What major considerations should a physician contract include?

Kimberly Ann Cleveland, Esq., MSN, RN, C-MBC, Lecturer and Health Care Policy Coordinator at graduate and undergraduate levels, College of Nursing, Kent State University, United States Supreme Court Bar member, Ohio Supreme Court Bar member, Canal Fulton, Ohio

Upon completion of the presentation, the learner will be prepared to:

- Identify key components of physician contracts.
- List three things to review prior to signing a contract.

9:35 am Audience question and answer

9:45 am **The Appraiser Will See You Now: Using Aircraft Valuation to Successfully Treat Your Aircraft Transactions** (non-CME)

How can an appropriate appraisal benefit an aircraft owner in the purchase, sale or donation of an aircraft?

Ronald L. Herold, PhD, NCSA (National Aircraft Appraisers Association Certified Senior Appraiser), Aircraft-Appraiser.com, Annandale, Virginia

Upon completion of the presentation, the learner will be prepared to:

- List the elements of aircraft valuation and appraiser certification standards.
- Use aircraft valuation to facilitate the process of aircraft purchase/sale, including finding the correct aircraft, pertinent contract considerations, using an appraisal in financing, and closing the sale.
- Obtain a sustainable tax deduction for donated aircraft by understanding IRS appraisal requirements.

10:20 am Audience question and answer

10:30 am Break

10:45 am **CO: It's a Gas! The Carlos Acosta Memorial Medical and Aviation Safety Lecture***

Why should I care about CO in my general aviation aircraft?

Michael T. Montefusco, CFII, American Bonanza Society (ABS) Beechcraft Pilot Proficiency Program (BPPP) Instructor, FAA Certificated Flight Instructor – Instrument, Denton, Texas

Upon completion of the presentation, the learner will be prepared to:

- Assess the potential for carbon monoxide (CO) poisoning in small general aviation aircraft.
- Apply methods to reduce the potential for CO poisoning during routine maintenance, pre-flight planning, and flight execution.

11:10 am Audience question and answer

**Carlos Acosta, a neurosurgeon and a LIFE member of FPA, was most recently a resident of Arlington. Prior to his July 2018 death, Dr. Acosta suggested to Michael Montefusco that his presentation on CO would benefit FPA members. Dr. Acosta's commitment to FPA, and its mission of charity, pilot and medical safety continues. Special thanks to Dr. Acosta's RFS, Aileen, or this contribution to the 2019 Annual Meeting.*

- 11:15 am **American Airlines, Aerospace Medical Association and USN Dual Designator Observations**
The 2019 AsMA Exchange Presentation
How do commercial airlines assure that passengers and employees are optimally and medically taken care of?
 Kris M. Belland, DO, MPH, MBA, MSS, Aerospace Medicine and Family Practice, American Airlines
 Chief Medical Officer, Premise Health, Dallas-Fort Worth, Texas
Upon completion of the presentation, the learner will be prepared to:
- Discuss the medical organization of the world's largest commercial airlines with over 125K employees, 30K flight attendants and 15K pilots.
 - Describe how the Aerospace Medical Association advances the art and science of aerospace medicine.
 - Discuss the current state of the US Navy Dual Designator Program (Flight Surgeon Pilot).
- 11:50 am Audience question and answer
- 12:00 pm Adjourn for the Day
- 1:00 pm **Optional Special Session by pre-registration only**
Stop The Bleed Course (box lunch included)
Hands on Certification Course Limited to 16 Participants
How do I respond when emergency accidents or incidents occur, insuring that I most effectively assist victims before first-responders arrive?
 R. Stephen Smith MD RDMS FACS, Professor of Surgery, Trauma Medical Director, University of Florida College of Medicine, Gainesville, Florida and Scott C. Brakenridge, MD FACS, Assistant Professor of Surgery, University of Florida, Gainesville Florida.
Upon completion of this presentation the learner will be prepared to:
- Recognize life-threatening hemorrhage from extremity trauma.
 - Perform techniques that provide hemostasis in life-threatening extremity injuries
- 6:00 pm **Stump the IA** (non-CME)
What burning aviation mechanics questions do I have that Mike Busch can discuss and answer – and keep me flying without emptying the bank account?
 Mike Busch, A&A/IA

Tuesday, June 4, 2019

8:00 am Announcements

8:15 am – 12:15 pm SESSION FOUR

- 8:15 am **Powerplant Management for Efficiency and Longevity** (non-CME)
How should I operate my piston powerplant to achieve optimal efficiency and longevity?
 Michael D. Busch, A&P/IA, CFIA/I/ME, Aviation Educator and Entrepreneur, Savvy Aviation, Inc., Arroyo Grande, California
Upon completion of the presentation, the learner will be prepared to:
- Discuss the benefits of 'oversquare' operation.
 - Discuss the benefits of lean-of-peak (LOP) operation.
 - Explain why low RPM is essential to LOP operation.
- 9:15 am Audience question and answer.

- 9:30 am **Minimally Invasive Techniques for Maximally Devastating Injuries**
REBOA: A novel method of hemorrhage control
What advances in hemorrhage control and trauma surgery have been made recently?
Andrew C. Skattum, DO, Trauma Surgery, Associate Trauma Medical Director, Osceola Regional Medical Center, Kissimmee, Florida
Upon completion of the presentation, the learner will be prepared to:
- Describe the advantages and benefits of the REBOA catheter.
 - Describe major advances in the care of the injured patient.
 - Discover new ways to diagnose and treat traumatic coagulopathies.
- 10:05 am Audience question and answer
- 10:15 am Break
- 10:30 am **How to Reduce Opioid Dependency When Treating Chronic Pain**
How many patients are flying while on controlled substances?
CAPT. Miguel A. Cubano, MD, MBA, FACS, Commanding Officer, General Surgeon, Naval Health Clinic (US Navy), Corpus Christi, Texas
Upon completion of the presentation, the learner will be prepared to:
- Develop a plan to reduce the opioid dependency in their patient population.
 - Cite accepted wean percentages on patients on long term opioids/controlled substances.
 - Explain how to monitor and sustain progress when opioids levels are either reduced or discontinued.
- 11:05 am Audience question and answer
- 11:15 am **Aviation Toxicology**
What constitutes a dangerous environment in toxin exposure when piloting and/or maintaining an aircraft?
Mark E. Thoman, MD, FAAP, FACMT, FAA, Medical Toxicologist, Sr. Aviation Medical Examiner, Scientific Review Panel member, NIH, National Library of Medicine, CAPTAIN, Flight Surgeon, USN (Ret), Port Orchard, Washington
Upon completion of the presentation, the learner will be prepared to:
- Discuss contemporary hazards of toxin exposure when piloting an aircraft.
 - Identify the adverse impacts of toxin exposure while maintaining or building an aircraft.
- 11:50 am Audience question and answer
- 12:00 pm Adjourn Scientific/Aviation Program
- 12:15 pm Flying Physicians Association, Inc., Annual Business Meeting

BACK-UP PRESENTATION

Modern Blood Transfusion Strategies

What are the negative impacts of a blood transfusion when used inappropriately?

R. Stephen Smith, MD RDMS FACS, Professor of Surgery, Trauma Medical Director, University of Florida, Gainesville, Florida

Upon completion of this presentation the learner will be prepared to:

- Describe contemporary indications for blood product transfusion.
- Outline the adverse impacts of blood transfusion.
- Discuss monitoring of coagulation status with TEG.

ADDITIONAL TICKETS

TICKETS TO THE SATURDAY WELCOME RECEPTION AND THE TUESDAY AWARDS DINNER ARE INCLUDED IN PACKAGES A & B. PURCHASE ADDITIONAL TICKETS ONLY FOR ADDITIONAL GUESTS NOT REGISTERED WITH A OR B. ADDITIONAL TICKETS MAY BE PURCHASED BY THOSE REGISTERING WITH PACKAGE C OR D.

Saturday Welcome Reception, 6:00 – 10:00 pm #Attending _____ x \$170 each = \$ _____ (included pkgs. A&B)
 Tuesday Awards Dinner, 6:00 – 9:30 pm #Attending _____ x \$175 each = \$ _____ (included pkgs. A&B)
 Additional Social Tickets Total: \$ _____

OPTIONAL TOURS	Price per person 2/1 – 4/30	# People	Total
Friday Evening Wine Tasting	\$75.50		
Saturday Afternoon Downtown Walking Tour (RFS)	\$25.50		
Sunday Afternoon Museums with Lunch included	\$85.10		
Monday Morning Ft Worth Botanic Gardens	\$45.30		
Mon Afternoon Stop the Bleed Certification with lunch included	\$45.50		
Monday Afternoon Joe T. Garcia's Tex-Mex Lunch. Visit Stockyards/Cattle Drive	\$68.10		
Tuesday Morning Central Market Cooking Class	\$70.25		
Tuesday Afternoon American Airlines CR Smith Aviation Museum with lunch included	\$75.50		
OPTIONAL TOURS/ACTIVITIES GRAND TOTAL			

Activities are limited by seats reserved and space limitations. Deadline for all registrations is May 1, 2019 but capacity on a tour may be reached before the deadline. If overbooked, you will be notified and the money refunded. Deadline for all registrations is May 1, 2019, but capacity may be reached before the deadline. Cancellation of an activity purchase prior to May 1 will incur a \$20 per person administrative fee. No optional fees may be refunded after May 1, 2019.

Note that social event tickets (Welcome Reception and Awards Dinner) are INCLUDED in registration packages A & B. Extra tickets may be purchased for additional guests not registered for the meeting. Additional social event tickets are also available for purchase by those registered with packages C & D.

CHECK OR MONEY ORDER -- Mail form with check to Flying Physicians Assoc Annual Meeting. CREDIT CARD – sign on www.fpadrs.org

Meeting Registration Total: \$ _____
 Addtnl Social Event Tickets: \$ _____
 Optional Tour/Activities: \$ _____
 GRAND TOTAL: \$ _____

EXPECTED DAY/DATE OF ARRIVAL Weds 5/29 Thurs 5/30 Fri 5/31 Sat 6/1 Sun 6/2 Mon 6/3 Tues 6/4

EXPECTED DAY/DATE OF DEPARTURE Sun 6/2 Mon 6/3 Tues 6/4 Weds 6/5 Thurs 6/6

EXPECTED ARRIVAL BY Personal car Commercial Air Train Private aircraft (complete information below)

Please check the aircraft IF ARRIVING IN PRIVATE AIRCRAFT and provide Tail Number:

Beech Cessna Cirrus Columbia Lancair Maule Mooney Piper Rockwall Socata Other*

OTHER*, specify _____ TAIL NUMBER (required) _____

MEETING CANCELLATION POLICY

Cancellation must be received in writing by mail, fax, or e-mail. Administrative charges based on the cancellation date are:

BEFORE February 1\$25 administrative fee
 February 1-May 1\$75 administrative fee
 May 2-30\$125 administrative fee

After May 30Registration Fees are not refunded

Please note separate OPTIONAL ACTIVITIES CANCELLATION POLICY if applicable.

ADA COMPLIANCE The Flying Physicians Association chooses facilities that are ADA compliant. If you have questions or concerns, please contact FPA Headquarters. Please provide a description of special needs here or on a separate sheet: _____

DIETARY NEEDS Please inform the FPA Headquarters (see contact information below) with special dietary requirements. _____

REGISTER TODAY BY CHECK: Complete and mail or fax this form with your check or money order to: FPA Annual Meeting, 11626 Twain Drive, Montgomery, Texas 77356, FAX: 832-415-0287. **BY CREDIT CARD:** Beginning January 1, 2019, Register online at <http://www.fpadrs.org>. Sign in with your member password. For questions, contact the FPA Headquarters: Phone: 936.588.6505, E-mail: ahenderson@fpadrs.org

FLY AWAY WITH US

FPA Headquarters for Information:

936-588-6505 • 11626 Twain Drive • Montgomery, TX 77356 • ahenderson@fpadrs.org • www.FPADRS.org

Keep this schedule handy at your desk or on the bulletin board!

April 2-8, 2019	Lakeland FL	Sun'n'Fun
April 11-14, 2019	Louisville KY	FPA GL-DX Spring Chapters
May 5-9, 2019	Las Vegas NV	AsMA Annual
May 10-11, 2019	Frederick MD	AOPA Fly-in
May 10-11, 2019	Charleston SC	FDA Eastern District Fly-in
June 1-4, 2019	Fort Worth TX	FPA Annual
June 21-22, 2019	Livermore CA	AOPA Fly-in
June 28-July 1, 2019	Wisconsin Dells WI	FDA Annual
July 22-28, 2019	Oshkosh WI	EAA AirVenture
July 26-30, 2019	Manitoba Canada	FDA Fishing Trip
Sept. 12-15, 2019	Santa Fe NM	FPA SW-Western Fall Chapters
Sept 13-14, 2019	Tulahoma OK	AOPA Fly-in
Sept. 19-22, 2019	Gettysburg PA	FPA Tri-Chapter
April 2-7 2020	Lakeland FL	Sun'n'Fun
May 17-21, 2020	Atlanta GA	AsMA Annual
May 23-26, 2020	Richmond VA	FPA Annual
March 31-April 5, 2021	Lakeland FL	Sun'n'Fun
May 23-27, 2021	Reno Nevada	AsMA Annual
April 13-18, 2022	Lakeland FL	Sun'n'Fun