



SAFETY FIRST!

A column dedicated to GA safety education

By Warren V. DeHaan, Chair
Human Factors and Safety Education Committee

The NTSB: Probable Cause or Probably Guessing?

An internet search of “probable” and “probable cause” turns up some interesting concepts including:

Likely to be true

Likely but uncertain, plausible

Having a chance of happening or being true

Likely to happen but not necessarily so

Supported by evidence strong enough to establish presumption but not proof

Having more evidence for than against; supported by evidence which inclines the mind to belief, but leaves some room for doubt

I am of the opinion that in some of its probable cause reports, the NTSB appears to forget about qualifications of the definition such as “not necessarily so” and “uncertain” and “leaves some room for doubt.” They sometimes attribute blame to a pilot even though their basis for their probable cause is not convincing. Besides that, the NTSB sometimes seems to be able to divine what a pilot was doing and even what a pilot was thinking before a crash.

I realize that the NTSB has a limited budget, and that private experts hired for litigation often have the time and resources to perform a more thorough reconstruction and investigation. I’ve been a member of many private investigative teams in which experts propose their best theory as to what happened, if they have a basis for their conclusions. However, I believe that the NTSB sometimes guesses without a substantial basis for their conclusions. Too often it appears that they blame the pilot by default if their investigation does not come up with any other cause. There may even be another plausible cause, just that they didn’t find it.

By example of such overreach, I will describe a case in which I was the visual perception expert on a night crash at Tallahassee International airport in Florida, NTSB ID: ERA10FA048. (See Figure 1)

An instrument rated private pilot and his instrument rated flight instructor were doing pattern work in a Cessna 172 at night. The airplane, stable and established on a southerly heading downwind at a typical pattern airspeed and at 1000 feet AGL, mysteriously made a gentle turn towards the brightly lit airport while losing altitude and crashed into the ground. The NTSB probable cause? “Spatial Disorientation” which they based on

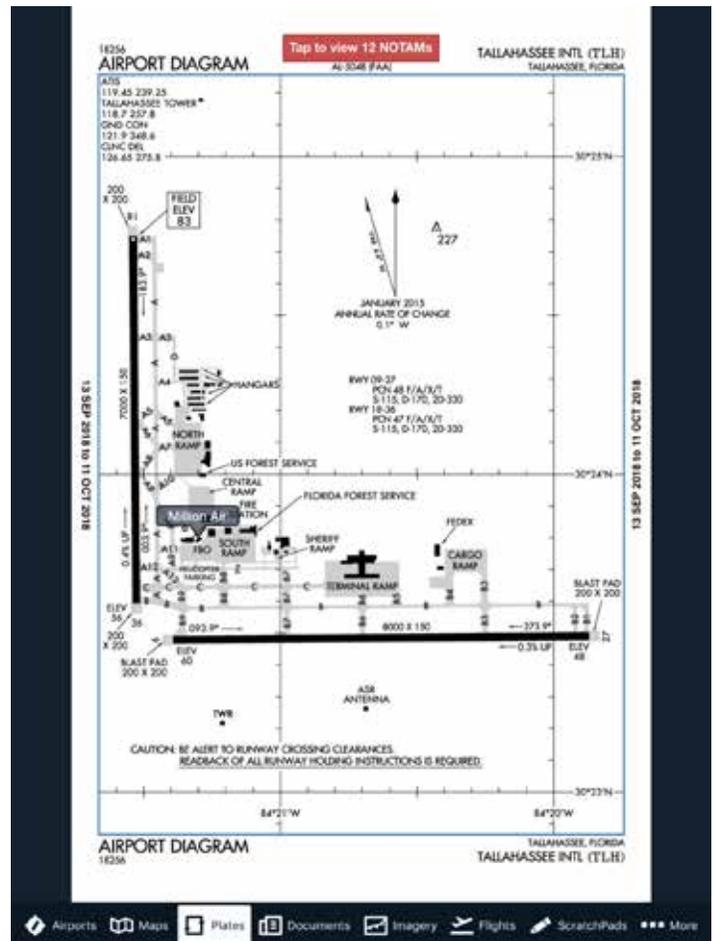


Figure 1

their theory that there was a lack of outside visual references.

The NTSB went to great lengths to put into their factual report a plethora of what appeared to be the results of Google searches about spatial disorientation without saying which of these factors might have led to spatial disorientation in this crash. The NTSB report quoted sources describing “*Vestibular Disorientation*,” “*G-induced excessive movement of the pilot’s otolithic membranes*,” “*Somatogravic illusion*,” and “*The Graveyard Spiral*” (none of which would happen with the abundant visual references and stable flight path of the Cessna that existed at the time). Another NTSB quote was “*According to FAA Advisory Circular AC 60-4A, ‘Pilot’s Spatial Disorientation,’ tests conducted with qualified instrument pilots indicated that it can take as long as 35 seconds to establish full control by instruments after a loss of visual reference of the earth’s surface.*” I believe that statement applies to a situation in which the pilot remains in IMC-like conditions rather than regaining outside visual references and therefore is irrelevant to an analysis of this crash. When reading this report, it reminded me of the phrase about nailing jello to a wall and hoping that some might stick.

The NTSB report writer appeared to form the opinion that the supposed spatial disorientation resulted from loss of outside visual references during the westward crosswind leg, based on the following statement:

“The airport was bordered to the west and south by the Apalachicola National Forest, which was hundreds of square miles of densely wooded, unlighted terrain, with little to no ambient light (street lights, structures, vehicle traffic, etc.)”

It is true that the national forest is located to the west and there was a small arm of it to the south of the airport. When I did the flight test, taking off to the north on runway 36, I noticed that there were plentiful housing areas to the northwest of the airport to be seen as a visual reference during the crosswind leg. The crash happened during the hours of darkness at 7:20 PM in November, before most people would turn off their lights at night. However, the crash didn’t happen while the Cessna was on crosswind. It happened after it was established on downwind.

Although the NTSB report writer is correct that there is a small easterly arm of the Apalachicola National Forest bordering the south edge of the airport, what he or she either didn’t know or didn’t divulge is that there are several settlements and small towns in the national forest in that area. Besides the several small towns and settlements close by the south border of the airport, there is the city of Crawfordville, population over 3000 souls, about five miles south of runway 36-18 and covering an area of approximately 50 square miles. Crawfordville would have been seen dead ahead by anyone flying on downwind, considering that it was clear with visibility 10 or more miles. I believe that the NTSB report writer must not have ever flown at Tallahassee International airport, and that he or she didn’t do their necessary homework very well.

The accident Cessna took off to the north on runway 36, turned left crosswind to the west, and then turned south onto the downwind, all in what appeared to be full control according

to the local controller who said he was watching it the whole time. If the controller could see the Cessna so well, it follows that the occupants of the Cessna could see the airport on their left quite well while on downwind. Although the occupants would briefly be looking into a void to the west while on crosswind, the accident did not happen when they were on crosswind. The descent from controlled flight did not occur until a while after the Cessna had become stable and established on downwind, flying south, when all the bright lights of the large airport filled the entire left hemisphere of their visual field even if they only looked straight ahead.

The controller did not see any indications of an upset (no spin, no stall, no gyrations, no loss of control) but he clearly saw it prematurely descending, and he radioed to them. One of the two instrument-rated pilots replied with his N number in a “business-like manner,” but continued the descent to the ground nevertheless.

I didn’t see in the NTSB data whether the NTSB made any effort to have acquaintances of the two pilots identify whether the voice that made that last response was that of the instrument-rated private pilot or the instrument-rated CFI. At least one of the occupants was conscious and responsive at the time of the descent, or there would not have been a prompt reply while descending on the way to the crash. If you saw the ground coming up to meet you, would you take the time to reply on the radio with your N-number? A mystery. I don’t know why it happened, but I’m sure that the pilots did not lose sight of outside references nor did they experience “spatial disorientation” as stated by the NTSB:

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots’ spatial disorientation during flight in dark conditions, which resulted in an uncontrolled descent into terrain.

When flying downwind, I observed a richly lighted airport environment, filling the left half of my visual field when looking straight ahead. It was impossible to ignore the ground lighting visual references, unless you were to put on blinders and look in the opposite direction from the airport. Of course, when flying downwind, we usually keep the airport in sight. This is a large, richly lit airport with a north ramp, a south ramp, a terminal ramp, and a cargo ramp, with 7000 foot and 8000-foot runways.

The NTSB began its “factual report” with the following:
*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

I can’t help but wonder if this was an NTSB “paper study” rather than an in-person investigation. Some of the litigation engineer experts on the team that I worked with believed that the descent was due to a fault in the autopilot/trim system that jammed after trimming full nose down. I don’t know if that is

why the two pilots crashed. The NTSB doesn't really know either, so why do they have to guess? I've often wondered if there is a rule that they must come up with something, no matter how far-fetched and no matter how unsubstantiated their basis. I would not question their credibility (as I do) if their analysis was something like "The aircraft departed from stable level flight while on the downwind leg, descended, and impacted the ground for unknown reasons."

I was retained to work on the visual perception issues on the Comair flight 5191 crash at Lexington, Kentucky in which the pilots attempted a takeoff in dark conditions from the unlit, day-use, too-short runway 26 instead of the only lit runway, 22, to which they had been cleared. NTSB ID: DCA06MA064. Forty-nine people were killed. There were more than a dozen obvious visual cues that they were on the wrong runway. They flagrantly violated the "sterile cockpit" rule.* In their report, the NTSB made a statement that presupposes supernatural powers of being able to read the minds of persons in the past. In the factual report, the NTSB stated:

Because the flight crew believed that the airplane was at the hold short line for runway 22 at the time of the takeoff clearance (see section 2.2.2.3), the absence of a reference to runway 22 in the request and clearance for takeoff was not a factor in this accident.

The Safety Board concludes that the captain and the first officer believed that the airplane was on runway 22 when they taxied onto runway 26 and initiated the takeoff roll.

How does the NTSB know what the pilots believed or what they were thinking? In my opinion, the problem was that they were not thinking at all, at least not about the images of crucial details in the scenes that were being projected onto their retinas. They were too busy talking about their wives and dogs and other trivia to pay attention.

I did not work on the case of a crash of one of our own members, Dave Mauritson, NTSB ID: ERA16FA100. However, because he was such a good friend to all of us, I've been very interested in the facts surrounding the crash. I don't have answers, but I do have some questions about the NTSB investigation and their conclusions. The NTSB is blaming the pilot for "spatial disorientation" that they describe occurred for reasons of impaired visual perception of outside references, yet I do not see in their reports that they performed any serious visual perception study of what the pilots were likely seeing throughout the sequence.

In the NTSB reports, there is a reference to the statement made by a witness, Jonathon Fowler, a pilot that departed KMOB just before the accident Cessna arrived for the ILS approach. The statement is in the docket for this crash. He stated on his departure that (underlines mine):

The flight visibility was variable around 2000-2400 feet RVR when we departed runway 15. The top of the fog layer was 500ft MSL and we were VFR on top from what we could see after our departure. I reported this to departure control at the request of the tower.

After contacting the departure controller, I could hear a CAP 184 (first time hearing the aircraft) being vectored for the ILS 15 at KMOB. Reaching 10,000ft, I elected to monitor the approach/tower frequency to listen to CAP 184. I monitored every radio transmission up to the attempted missed approach by CAP 184, followed by several short static transmissions coming from the tower frequency.

*Very Respectfully,
Major Jonathan Fowler, Civil Air Patrol*

164	#####	30.71831	-88.2685	700
165	#####	30.71805	-88.2682	675
166	#####	30.71683	-88.2672	675
167	#####	30.71503	-88.2658	650
168	#####	30.71322	-88.2645	625
169	#####	30.71153	-88.2634	550
170	#####	30.7094	-88.2626	525
171	#####	30.70915	-88.2625	500
172	#####	30.70743	-88.2622	500
173	#####	30.70522	-88.2619	450
174	#####	30.70408	-88.262	425
175	#####	30.70125	-88.2621	400
176	#####	30.69904	-88.2623	400
177	#####	30.699	-88.2624	375
178	#####	30.69728	-88.2625	375
179	#####	30.69514	-88.2625	400
180	#####	30.69402	-88.2626	350
181	#####	30.69089	-88.2621	350
182	#####	30.68859	-88.2619	325
183	#####	30.68831	-88.2619	325
184	#####	30.68632	-88.2621	325
185	#####	30.69237	-88.2629	275
186	#####	30.68342	-88.2642	300
187	#####	30.68207	-88.2655	400
188	#####	30.68078	-88.263	350

Figure 2

*The Sterile Cockpit Rule is a federal aviation regulation enacted in 1981 after a series of accidents occurred when pilots became distracted during critical phases of flight.

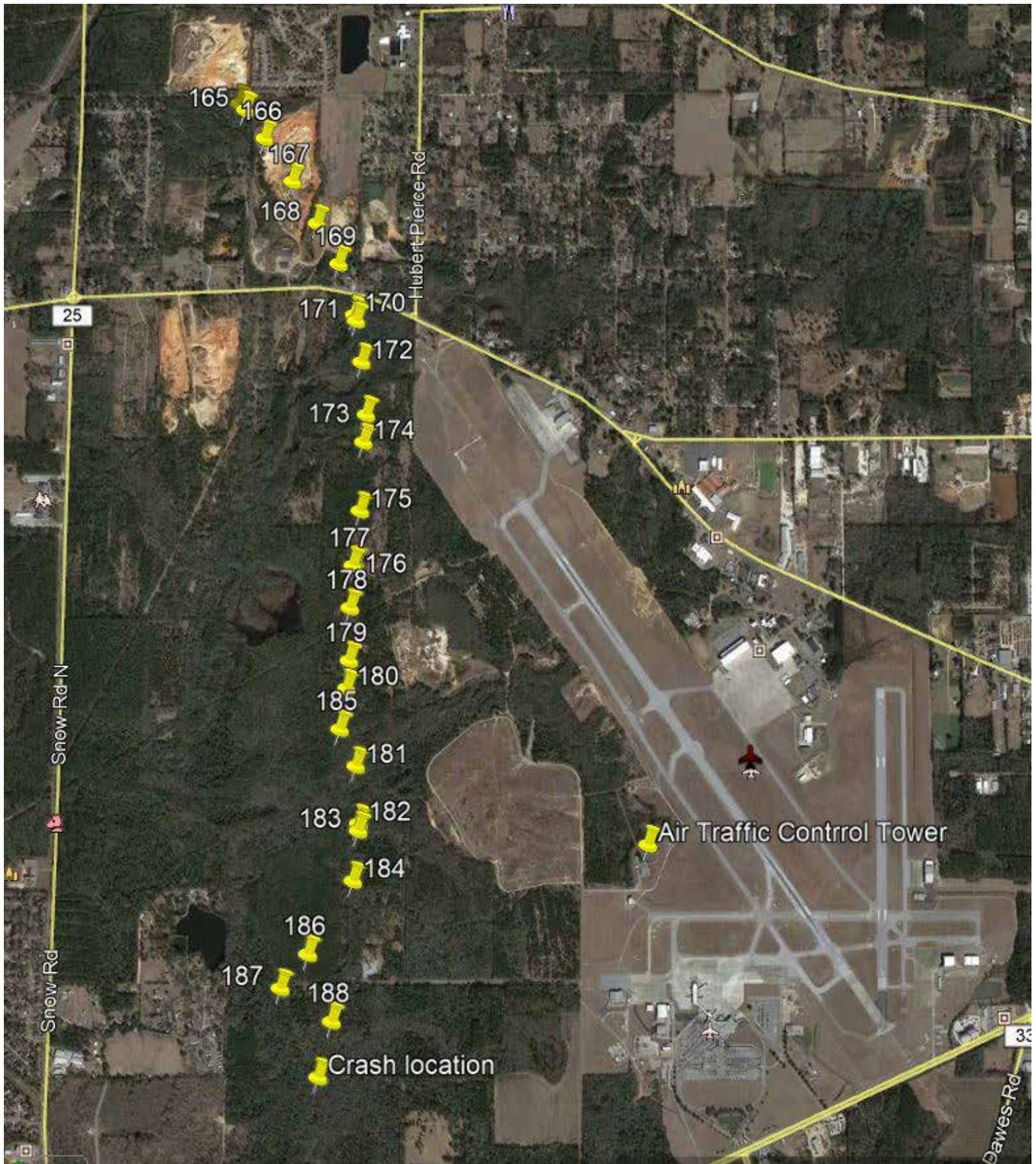


Figure 3

In the NTSB report or docket, I did not see any witness statements from tower personnel as to their knowledge or opinions as to the tops of the fog layer at the time of the accident. I wonder if the NTSB thought to interview tower personnel in order to get a better idea as to the weather conditions at the time. When trying to determine what a pilot saw or didn't see leading up to

a crash, you need all the weather information you can get from all possible sources.

The NTSB final report stated:

About 300 ft agl (100 ft above the decision height where the runway environment must be visible), the pilot initiated a missed approach procedure.”

300 feet Above Ground Level (AGL) would be about 500 feet MSL since the elevation of the airport was approximately 200 feet MSL. If the top of the fog layer was at 500 MSL, as stated by Mr. Fowler, the NTSB narrative would indicate that the Cessna was approximately at the top of a 300-foot-thick fog layer when the missed approach occurred. However when I plotted the data on Google Earth Pro using the data that I found in the Excel spreadsheet in the NTSB docket, it shows the Cessna at 625 feet MSL on point number 168 and at 550 feet MSL at point number 169, both of which would be above the top of the fog layer at the time of the missed approach. Please see figure 2 which is an extract of the Excel spreadsheet. The columns, from left to right are latitude, longitude, and altitude. Since the barometer was very close to 29.92, altitudes are Mean Sea Level (MSL). Please see figure 3 which is the plotting of that data. Note that the data probability boxes for an aircraft flying low to the ground are larger boxes than when the aircraft was higher on the approach. Point number 188 was the last radar return.

There is an analysis in the NTSB “Aviation Accident Data Summary” for this crash that is quite troubling and casts serious doubt on how well the NTSB investigated this accident. It reads:

*The pilot’s failure to climb the airplane during the missed approach procedure is consistent with the effects of spatial disorientation in the form of a somatogravic illusion. During this illusion, the vestibular system indicates a climb even though, in fact, the airplane is level. The sensation typically occurs when there are few visual cues (flying away from an airport at night in poor weather) **and the airplane is accelerating, such as during a missed approach.***

The writer is speculating that spatial disorientation occurred due to a somatogravic illusion that was due to “*accelerating, such as during a missed approach.*” Accelerating during a missed approach can happen when an airplane pitches up, and if this illusion occurs, it is immediate and has an effect only as long as the acceleration is occurring. However, in this scenario, the airplane did not pitch up. Quite the opposite, it very gradually drifted down and flew for over two miles before hitting a tree. Did the writer even look at the radar summary? Did he even grasp that after calling the missed approach and making a gentle turn, the airplane did not accelerate but rather flew fairly level, on a southerly course for about a minute and a half? There were no witnesses to describe the airplane’s attitude when it hit a tree, and there is no evidence that spatial disorientation ever occurred. This kind of illogical analysis and reporting undermines the credibility of the NTSB.

From the radar analysis and Mr. Fowler’s statement, it appears that the missed approach (regardless of when it was announced) and the beginning of the turn from the approach course occurred when the Cessna was in Visual Meteorologi-

cal Conditions (VMC) at or near the top of the fog layer. Why would Dave initiate a missed approach so high above the decision height while still in VMC and why would he turn, even though the local controller’s instruction was to continue straight ahead? Was Dave even the pilot flying? I don’t know. The NTSB doesn’t know either. It’s anyone’s guess.

The NTSB report stated:

At 1937, the approach controller advised the tower controller that the pilot had been assigned to fly runway heading in case of a missed approach, and stated that, “he sounds a little shaken so just be careful with him.”

Who sounded “shaken?” The NTSB implicates “the pilot” in their probable cause report which, by description, is no doubt intended to be Dave Mauritsen. I wonder if the NTSB asked any persons well-acquainted with the two occupants of the Cessna to listen to the audio tapes for the purpose of identifying which occupant was speaking with ATC. Wouldn’t that be at least one of the factors to consider when trying to identify which pilot was the pilot flying and which pilot sounded “shaken,” especially the communication from the Cessna after it made its gentle turn from the ILS approach course?

The next mystery is why they descended farther down to a fairly stable altitude while flying in a stable southerly direction. They flew for over a minute at around a hundred to two hundred feet above ground level. I don’t know if the NTSB even considered what the occupants of the Cessna were seeing while flying over the forest. Considering that the tree they hit was approximately 90 feet tall and ground elevation is about 200 feet MSL in that area, adding the 90 and 200 to give a treetop height of 290 feet MSL would indicate that they would have been skimming the treetops when they were at 300 feet MSL. Could they have been looking for an emergency landing spot? If they had their landing/taxi lights on, it is likely they were seeing the treetops with their lights at those times that they were at about 300 feet MSL. The distance from where they initiated the right turn measured to the crash site was about 2.3 miles. If they were flying at 90 knots, that would mean that they flew the airplane in a controlled manner for about one and half minutes from the missed approach to the contact with a tree.

If I had descended into a thin fog layer that was only about 300 feet thick and I was skimming along over treetops, I would simply add some back pressure and in a matter of seconds, be up into what I previously knew to be VMC (if the witness John Fowler’s report was correct). Wouldn’t you? Couldn’t you do this even if your panel went dark? Just by trimming to where the trim indicator is set for a normal climb, setting takeoff flaps and power, ailerons held neutral, and use rudders-only to maintain heading with the magnetic compass? Wouldn’t Dave be able to do this, an 11,000-hour ATP-pilot/instrument flight instructor with ratings, training and experience in a long list of categories of aircraft? I think so. It is incomprehensible to me that Dave would continue to fly at treetop level in the fog unless there was some significant reason, such as incapacitation, a trim problem,

Continued on next page ↔



Figure 4

non-responsive airplane controls, or partial engine failure, to name a few.

In my Cessna T210, there are a bunch of things I need to deal with or at least check during a go-around or missed approach such as throttle, prop control, mixture, takeoff flaps (10 degrees), gear up, open cowl flaps, heading, etc. But the most important thing, first off, is to go ten degrees nose up and wings level. All the other stuff, including any turns, can wait until I'm on my way up. Usually application of power is coincident with pitching up to ten degrees, but if I felt I just couldn't do more than one thing at a time, even the application of power could wait until I've established the climb attitude to get me away from the ground and any obstructions. If I'm shooting the approach at 90 knots, the speed won't drop off that much even if I don't apply power until several seconds after I adjust 10 degrees nose up. Don't you think Dave knew this? He had probably taught go-around and missed-approach procedures to students hundreds of times.

There are obstructions relatively close to the runway at many airports that we need to climb above right away after a missed approach. The tower at KMOB was about 1500 feet southwest of the runway, and its top is only about 70 feet below the decision height for the ILS-15 approach. Some towers are taller, like one at Atlanta that is 400 feet AGL, 200 feet higher than the decision

height on a typical ILS approach.

If you look at the photo file in the NTSB docket, you will find that it appears that one of the three propeller blades is bent back at about a 90-degree angle, while the other two blades are much less damaged. The NTSB did not state a specific analysis of what that might mean. I'm no wreckage inspection expert, but I've been present at lots of inspections. Reconstruction engineers have told me that this kind of damage may indicate that the prop was not turning, or that it was turning slowly, such as with partial power or windmilling with no power. Figure 4 and figure 5 are photos of the damaged prop.

Figure 6 is a close-up of the crash location and surrounding area as shown on Google Earth Pro. Notice the housing area in the upper left of the frame from which they likely would have seen light emanating. Also notice that only



Figure 5

about 1100 feet south of the crash location there was a concentration of housing and buildings towards which their Cessna was headed. If the visibility was a half mile, the occupants of the Cessna would have been seeing the profusion of lights straight ahead of them. This crash happened at 7:45 PM in February when most people have their lights on. The Cessna occupants very likely would have had considerable outside visual referenc-

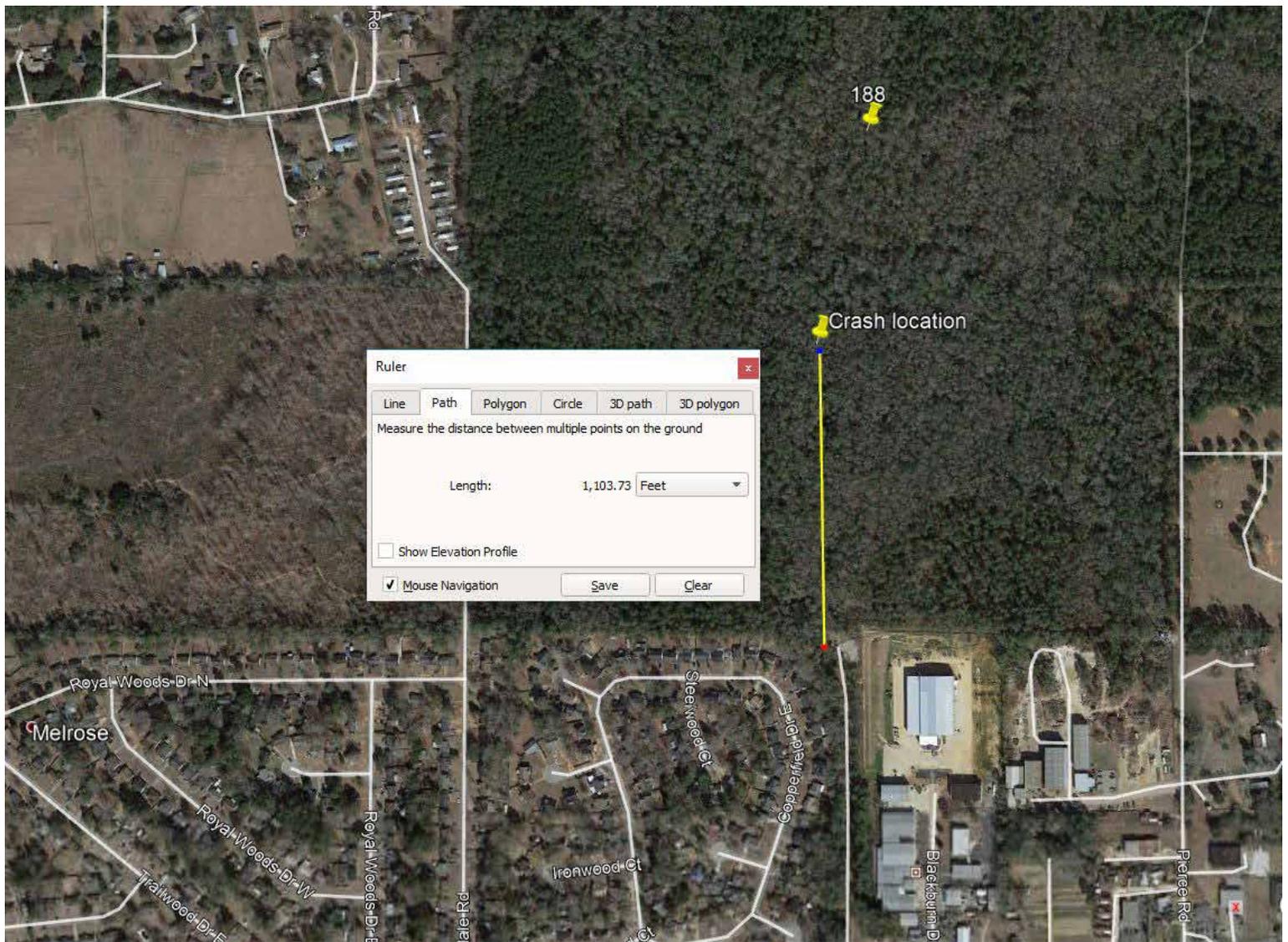


Figure 6

es. I don't understand how the NTSB can say that Dave crashed the plane due to loss of outside visual references resulting in spatial disorientation or that he lost control. I could understand this scenario could possibly happen if the pilot flying was an 80-hour private pilot without an instrument rating, such as was the case with the other occupant.

Why does the NTSB sometimes take such a leap of faith in their analysis? Perhaps that question was best answered by Deborah P. Hersman in 2007 when she was a member of the NTSB investigating the Comair crash that I mentioned earlier. It appears that the NTSB must "pick one" even if they don't really know. Her complete statement can be found in the report for that crash, NTSB ID: DCA06MA064 She wrote:

The 40-year-old statute authorizing the NTSB requires the Safety Board to designate a probable cause in accident investigations. Much has changed over the years, both in terms of safety advancements and what we have learned through four decades of conducting accident investigations. The fact that after 40 years, the precise meaning of this section of the statute can still be the topic of lengthy debate among staff, as well as among board members, may indicate that the statutory requirement should be revisited.

Warren DeHaan is an ATP/CFII, an honorary member of FPA, and chair of the Human Factors and Safety Committee. He has been consulting on visual factors in aviation for over 30 years.

This article was written by Dr. Warren DeHaan in his personal capacity as chair of the Human Factors and Safety Committee. The opinions expressed in this article are the author's own and do not necessarily reflect the view of the Flying Physicians Association or its individual members.

From the LEFT FRONT SEAT



A Message from the President

Mark C. Eidson, MD

Greeting to all FPA members,

The gears are moving at full speed on planning the 65th Annual Meeting, June 1-4, 2019, in Fort Worth, Texas, thanks to Sarah's help (RFS Chair) and the FPA Headquarters staff.

The first event, for early arrivals, will be on Friday, May 31, 2019, at the Fort Worth Club. The plan is for all interested to attend an optional wine tasting with paired hors d'oeuvres. This will be accompanied with commentary from a well-known Napa wine maker and sommelier. The registration fee for this optional activity should be reasonable for the quality of wine varietals being served. The highly acclaimed Fort Worth Club is just 3-1/2 blocks from the Downtown Hilton, and serving will begin at 6 PM. After the tasting, all are free to have dinner at any of the many fine restaurants within walking distance.

More about the upcoming annual meeting will be in future mailings, and I invite all to attend and enjoy a good time in "Cowtown".

Happy Landings,
Dr. Mark

From the RIGHT FRONT SEAT



A Message from the Right Front Seaters Chair

Sarah Eidson

Happy fall 2018! I know we are ready for it in Texas as I imagine everyone in the country is.

Mark and I are busy planning the Fort Worth meeting scheduled June 1-4, 2019. The Welcome Reception on Saturday, June 1, will be at our home in Weatherford, about 30 miles from downtown Fort Worth. We are planning Texas Bar-B-Que, and the theme will be Texas Casual. The reception will be outdoors overlooking our hay field, so wear your boots if you'd like. We are anticipating a trio for music entertainment.

Another fun meal together will be at a well-known Mexican restaurant called Joe T Garcia's on Monday, June 3. We will take group transportation there and enjoy a delicious Tex-Mex meal in La Puertita. This was



once an old church and now is part of the restaurant used for private parties. We hosted our son's rehearsal dinner there. We will also encourage everyone to walk around the gardens of the restaurant either before or after lunch to enjoy this incredible tropical oasis.



After lunch at Joe T Garcia's, our transportation will take everyone to the Fort Worth Stockyards where you will have a choice to either deboard and spend time shopping, looking around and watching the Fort Worth Herd Cattle Drive at 4 pm (daily) or return to the hotel. There are several good restaurants in the stockyards so you might remain for dinner and return to the hotel by city bus (Fort Worth Transportation Authority, bus route 15), which will drop you off about a block from the hotel or take Uber back. FYI, there is a rodeo every Friday and Saturday night in the Fort Worth Stockyards.

Looking forward to it,
Sarah
Sarah Eidson



Mark's REMARKS

By Publications Committee Chair
Mark Thoman, MD

NEVER SELL AN APPRECIATING ASSET



**For my Commercial, Instrument, Multiengine, CFI multi-engine training and check ride I rented a twin engine Piper Saratoga.*

Shortly after obtaining my private pilot's license in 1972, I purchased a 1965 PA-28, or 4991S, Piper Arrow. After several hundred hours of flight in "91 Sierra", an aircraft in which I completed my Commercial, Instrument and CFI ratings, * I decided it was time, and I was ready, to step up to a more sophisticated high-performance aircraft. So, in 1977, I traded my first plane for a new Piper PA-28/201T, 1795H. The new turbocharged Piper Arrow made its debut that year, and that was the first year they replaced the 'Hershey Bar' wing with the more streamlined swept-wing design. The cost of the new plane was \$77,000. It was equipped with basic but very adequate avionics as well as a two-axis autopilot.

Over the years I traveled cross-country from the East Coast to, but not over, the Rocky Mountains, since I was and am not a cumulo-granite flyer. If I flew into Denver, for example, I would rent a car and continue west.

In 1980, three years after I purchased the new plane, the air traffic controllers went on strike and were subsequently and summarily fired by President Reagan. Shortly after that, Des Moines's FAA regional office contacted me to rent my plane. They wanted it for their inspectors to make random spot checks to various airports around the Midwest. This was an effort to monitor the supervisory FAA personnel assigned to man the ATC system and make certain they were following all FAA regulations.

During this time the word was out, "If you see 1795H entering your air-space it's the FAA spot check plane!" Overtime, once the ATC issues were settled and when I would fly into various Midwest airports, I was given the red-carpet treatment. That is, until they realized I was just a nobody, simply the owner of "95Hotel." No obvious or significant threat, and the red-carpet treatments ended.

Over the years I continued to fly, but from time to time, I considered selling the plane, since my busy solo medical practice allowed less and less opportu-

Continued on next page ⇨



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nity to log any significant flight-time. At that time my banker was also my CFII and was aware of the aircraft market. He counseled me to keep my minimally depreciating plane. This was despite the fact I was flying less than the 50-hour yearly write-off allowed me by the FAA as a Senior AME. I followed his recommendation and kept the plane for several more years.

After retiring from practice, I was hired to serve as the CMO or medical director, of the 400-bed county hospital in Des Moines for two years. After I left that position we decided to move and be closer to the children and grandchildren. Consequently, in 2005 I listed my plane for sale for just under \$70,000, only \$7000 less than what it cost 27 years earlier!

As an aside, the purchase price of an aircraft is only a part of the total operational costs since there is the plethora of other costs to fly that bird. For example, there's the hangar, insurance, repairs, replacement, overhauls, annuals, etc. to maintain its airworthiness. The reason

the plane could sell for a price close to its purchase price was that new Piper Arrows had increased so dramatically in cost that used planes paralleled this increase.

What recently piqued my interest in this was an AOPA magazine piece that discussed today's very hot airplane market due to a strong economy and medical reform. It stated that, although 40-year-old airplanes are stable in cost, they can now typically jump 20% in a few months. The examples they cited were Cessna 172 Skyhawks produced between 1968 and 1976. With more pilots back in the cockpit and with more spendable income, a 1973 Cessna 172M could list and sell for \$51,000!

And my favorite, Pipers (see 1795H picture at beginning) such as Arrows, Cherokees and Warriors produced through the 1980's, were only up about \$1000. More recently, however, these planes are doing a little better at a \$5000 increase over the same time frame. And even Beechcraft's A36's are up \$5000.

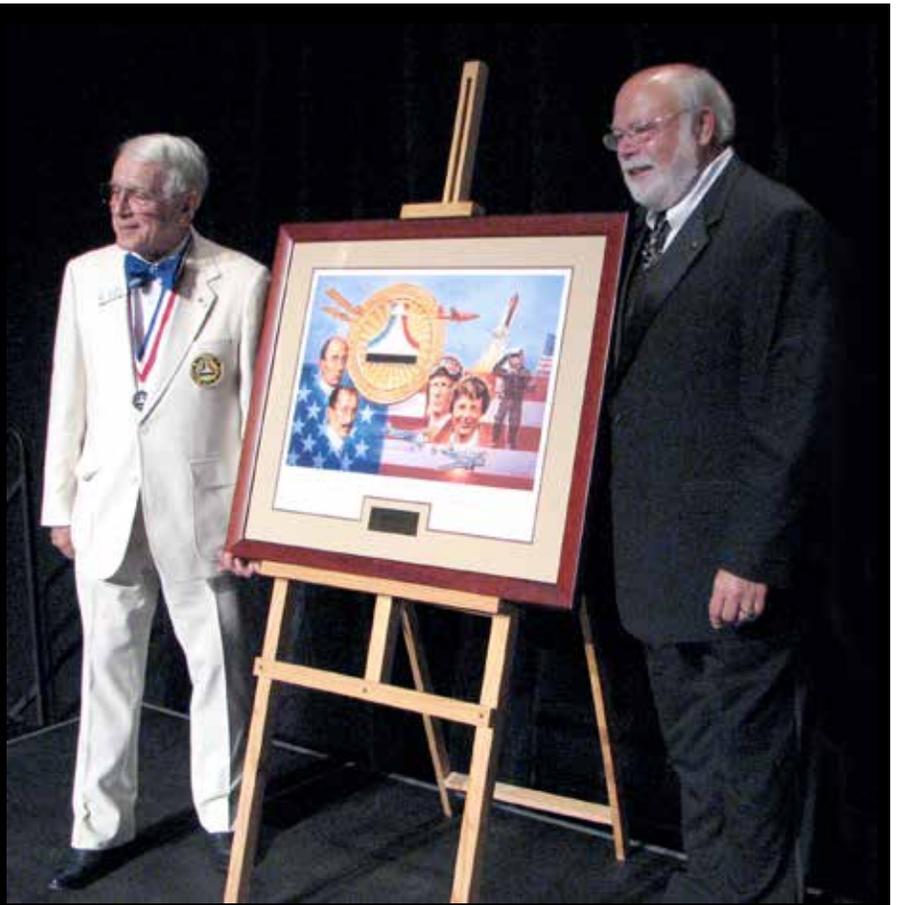
Another example of this very volatile and active market is that a 2010 Cessna 172 recently posted one morning at 8:00 and sold by noon the same day for \$319,000! A few months earlier that same plane could be purchased for between \$270,000 and \$280,000!

In summary, with the shortage of pilots and an increase in new student pilots, the improved economy, BasicMed (35,000 pilots are now flying on BasicMed) as well as AOPA's Rusty Pilot Refresher program, things are changing dramatically in aviation. This bodes well for those of us who have been longtime aviators. It also opens tremendous possibilities for increasing our membership with the new pilot influx which predictably will include younger doctor-pilots as well.

Until next time,
Mark Thoman

In 2007 Flying Physicians was honored at the Aviation Hall of Fame.

Pictured are Dr. George Gumbert FPA president 1967-68 and the 2006-07 FPA president, Stephen Towle.



FPA WESTERN AND SOUTHWEST CHAPTERS FALL MEETING

**November 1-4, 2018
Las Vegas, Nevada**

**Contact: J. Randall "Randy" Edwards, MD
702.355.2050**

*"Everything and anything you
want to do, you can do in Las
Vegas." – Drew Carey*



There is no place in the world like the Las Vegas Strip, the 3 ½-mile-long stretch of Las Vegas Boulevard packed with more than 20 of the world's largest casino-resorts. Many of the hotels, like the Luxor's 30-story, pyramid-shaped main building, are architectural wonders in their own right. At street level, one-of-a-kind spectacles, like the exploding volcano in front of the Mirage and the dancing fountains in front of the Bellagio, compete to attract the attention of passers-by. Tourists from all corners of the globe come here for games of chance, fine dining, or an entertainment extravaganza.

LAS VEGAS and PARIS – combined. A romantic favorite destination on the Strip, Paris Las Vegas Resort and Casino is home to the Eiffel Tower Experience and a host of top Vegas restaurants, including Gordon

Ramsay Steak and Martorano's. Attractions at this dazzling Las Vegas Strip hotel include an opulent health and beauty spa (surcharges), a roof-top outdoor pool and an indoor shopping/dining mall styled like a 1920s Parisian street scene, with shops and restaurants located in charming storefronts.

Paris Las Vegas Resort and Casino connects to the Art-Deco Bally's via a short interior passage that virtually merges the two hotels. Bally's features rhinestone-bejeweled dancers and classic lounge acts.

A guided elevator ride (surcharge) whisks guests to the top of the half-scale Eiffel Tower, rising 460 feet above the street. A two-thirds-scale Arc de Triomphe sets the tone at the hotel's entrance. Partial replications of the Louvre, the Paris Opera House, and the Hotel de Ville (city

hall) augment the Parisian flavor. All are noteworthy shutterbug opportunities.

Dining temptations include the Eiffel Tower Restaurant, with panoramic views; a French-inspired buffet; a sidewalk café; and a bistro with alfresco seating.

GETTING THERE:

Fly your aircraft into KVGT (North Las Vegas Airport). Approximately 2 weeks prior to the meeting, information on arrival and departure, expected service and transportation will be requested from all meeting registrants. Rental cars are available through the FBO if needed.

Commercial flights arrive at McCarran International Airport (LAS). The airport offers a wide range of transportation options to the Las Vegas Strip, including

Continued on next page ⇨

Uber and Lyft. Travel time to the Paris Hotel is generally 10-15 minutes.

STAYING THERE:

The Paris Las Vegas Resort and Casino
3655 Las Vegas Boulevard South, Las Vegas NV 89109



GUEST ROOM BOOKING ONLINE: <https://book.passkey.com/go/SPFPG8>

GUEST ROOM RATES: Thursday 11/1, \$260; Friday and Saturday 11/2-3, \$220 per night single or double. Rates may be extended from Monday, 10/31 through Tuesday, 11/6 based upon availability at the time of reservation.

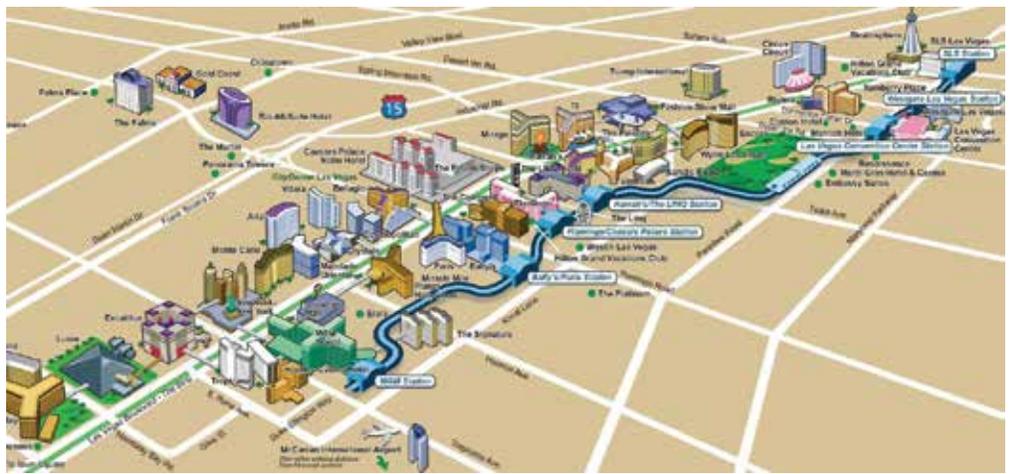


CUT-OFF DATE: October 11, 2018
GUEST ROOM CANCELLATION: 72 hours from time of expected arrival.

Self-parking and valet parking are available for a surcharge. WiFi is available throughout the hotel.
Enjoy the hotel's luxurious pool before going out for a night on the strip.

Hotel Reservation Center: 702-946-7000 or 888-266-5687. Be aware: a processing fee of \$15 per call plus tax and service charge will be billed to the caller credit card. It is recommended that you reserve your guestroom by using the website passkey link (see above)

OPTIONAL FRIDAY THEATER: A very limited number of theater tickets have been pre-purchased for "O", the Cirque du Soleil show housed at the Bellagio, across the street from the Paris Hotel. Considered the best of all Cirque du Soleil shows,
12 FPA MEMBER ONLINE BULLETIN 3 - 2018



"O" has performed exclusively at Bellagio since its opening on October 17, 1998. If interested in the Friday performance, please include payment with the chapter meeting registration. TICKETS LIMITED.

THE MEETING SCHEDULE



THURSDAY, NOVEMBER 1, 2018
5:15 PM Board group transportation at Paris Hotel Group Hospitality and casual dinner - Home of Dr. Randall Edwards 2710 Harbor Hills Lane, Las Vegas

FRIDAY, NOVEMBER 2, 2018
10:30 AM Sign-in begins, Chablis Room
11:00 AM Group Working Luncheon Welcome – Dr. Randall Edwards
11:15 am CME Session (3 presentations)
2:15 pm Break
2:30 pm CME Session (2 presentations)
4:30 pm Adjourn CME
4:45 pm Hour Hospitality – Chablis Room
6:15 pm OPTIONAL Theater Show doors open Cirque du Soleil "O" at the Bellagio

SATURDAY, NOVEMBER 3, 2018
Morning and Early Afternoon Free
3:00 pm Board group transportation at hotel
3:30 pm Group Tour "Mob Museum"
5:00 pm The Fremont Street Experience
6:30 pm Group Dinner
8:30 pm Board Group Transportation return to hotel

SUNDAY, NOVEMBER 4, 2018
For that unique-to-the-area pilot experience Join Randy Edwards and others flying to Death Valley Airport for brunch before you depart the area. (Dutch Treat)

2018 Western-Southwest Chapters Fall Registration:
The FPA/FDA attending single member registration with no accompanying guest or family member is \$515.00.

FPA/FDA attending couple (member with guest or spouse) is \$680.00. These registration fees include group transportation to the Welcome Reception/Dinner at Dr. Edwards's home on Thursday evening; Friday lunch and CME Session with coffee break; Friday afternoon Hour Hospitality; Saturday afternoon group transportation to The Mob Museum (officially the National Museum of Organized Crime and Law Enforcement), followed by the Fremont Experience and group dinner at a well-known downtown Las Vegas restaurant owned by the lawyer (still living!) who defended many of the mob.

Visit www.fapdrs.org to register today.

2018 Western-Southwest Chapters Fall Meeting Cancellation: Registration cancellation is made by calling the FPA Headquarters office, 936.588.6505, or by email to ahenderson@fpdrs.org. The cancellation administration fee through October 21 is \$25 per person. From October 22 through October 29, cancellation fee is \$50 per person. No registration fees will be refunded after October 30, 2018.

2019 Winter Board Meeting

February 8-9, 2019

(all welcome)

Optional Fly-in activities begin February 6

The Hangar Hotel
Fredericksburg, Texas

Fredericksburg, Texas, was recently named the “2018 Best Little City in Texas” by Southern Living Magazine. It’s a city (pop. 10,500) in central Texas, known for its German heritage, wineries, and outstanding museums.

The city’s German heritage is on display at the Pioneer Museum, which features settlers’ homesteads and artifacts. In the nearby town square, Marktplatz, the Vereins Kirche is a replica of a 19th-century German church that once stood in the city. Tucked away amidst the quaint German community is one of the most bustling wine industries in the country. With over 45 vineyards and wineries in Fredericksburg and the surrounding Hill Country, it’s becoming the new hotbed for oenophiles.



The National Museum of the Pacific War is located in Fredericksburg, the boyhood home of Fleet Admiral Chester W. Nimitz. Formerly the Nimitz Museum, the complex is now the only museum in the Continental United States centered on World War Two’s Pacific campaign. Since 1968, the Museum has expanded to occupy a six-acre campus and gained a reputation as one of the premier military museums in the nation. Over the years the Museum was upgraded and enlarged, and the campus grew to accommodate



the Memorial Courtyard, the Plaza of Presidents and the Japanese Garden of Peace. The expanded George H. W. Bush Gallery opened in 2009. The Gallery’s state-of-the-art 33,000 square foot exhibition features 40 media installations, approximately 900 artifacts in 97 climate-controlled cases, 15 macro-artifacts, and hundreds of photographs. Two blocks east of the main campus is the Pacific Combat Zone, which was recently reopened after an \$8 million renovation.

In addition to the excellent museums in Fredericksburg, there are Award-winning wineries, vineyards, and winemakers, exceptional wine and picnic markets, hand-

crafted beer and spirits, olive farms, epicurean cafes, Hill Country bakeries, farmer’s markets, wine tasting rooms, chef-owned restaurants, gourmet chocolates, artisan cheese, live music venues and miles and miles of TEXAS! There’s so much to do and see in historic Fredericksburg, Texas!

COME EARLY FOR THE REAL FUN

Fredericksburg is the hub of an outstanding area of Texas wine country. Arrive early on Wednesday afternoon, February 6, and enjoy the special ambiance of the hotel. Join fellow physician-pilots and members on Thursday, February 7, for a day-long guided tour for tastings at selected wineries, lunch included. On Friday, February 8, the special fly-in tour continues with the National Museum of the Pacific Theater that includes the Admiral Nimitz Museum.

GETTING THERE AND STAYING THERE

You’ll be landing at the Gillespie Co. Airport (T82). The airport’s runway is 5,000 feet, and there are 35 tie-down spaces located directly in front of the Hangar Hotel with an additional 18 at the north end of the runway.

For more information contact the airport directly at 830.990.5764.

Rental cars, fueling, etc. are handled through the Fredericksburg FBO (www.fredericksburgfbo.com). Contact them at 830.997.3313.

The Hangar Hotel

155 Airport Road,
Fredericksburg, Texas 78624

Room rates: \$129 (\$145.77 with taxes)

February 6-7.

\$169 (\$190.99 with taxes) February 8-9.



Telephone: 830.997.9990

Group ID: Flying Physicians (special rates)

The Hangar Hotel was uniquely designed with an exterior appearance of a WWII hangar of the romantic 1940’s. This exterior is an understatement of what will be experienced under the beautiful curved metal roof and bright white siding.



Unlike “chain hotels” that are forced to conform to budget standards, the Hangar Hotel has gone beyond conventional design criteria by combining fine woods, granite, custom carpet and tile, and unique furnishings, all with a level of detail beyond comparison.



The Hangar Hotel is a stylish adult environment featuring airplane memorabilia, model planes, USO history and the romance of the 1940’s. Relax amidst the aviation-themed backdrop and experience the Hangar Hotel’s service and attention to detail, steeped in the excitement of a by-gone era.

THE SCHEDULE
Wednesday, 2/6/19

Fly-in Tour Arrivals
Officer’s Club – early evening meet/greet
Optional Dutch-treat Dinner

Thursday, 2/7/19
Texas Wineries Tasting Visit
(Lunch & transportation included)

Friday, 2/8/19
Group tour/Admiral Nimitz Museum
National Museum of the Pacific War
(Lunch and transportation included)

Early Evening Welcome Reception
FPA Winter Board Meeting



Saturday, 2/9/19
Morning Board of Directors Meeting

Afternoon CME Leadership Workshop
(Lunch included)

Evening group Dutch-Treat Dinner

Sunday, 2/10/19
Individual departures at leisure

**HOTEL RESERVATIONS AND MEETING
REGISTRATION**

Call early to reserve your guest room at the Hangar Hotel. Room availability is good but will be very limited as the meeting dates approach.

Registration for the February 6 Fly-in Tours and for the Winter Board Meeting opens on October 1. Information will be detailed in the Online Member Bulletin as well as the FPA website, www.fpadrs.org

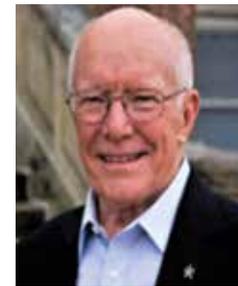
SATURDAY CME LEADERSHIP WORKSHOP
(Separate registration)

Chapter and national leaders along with RFS and interested members commence a special workshop on Saturday afternoon that focuses on leadership development in CME planning and programming. The workshop is led by the chair of the CME Committee, Dr. Richard Sloan. This special workshop begins with a working lunch and an interactive session with the participants about the changing environment of continuing medical education.



**Invited Guest Speaker: GERALD D.
("GERRY") GRIFFIN**

Gerry Griffin is the former Director of the NASA Lyndon B. Johnson Space Center in Houston. In prior positions at NASA he served as the Deputy Director of the John F. Kennedy Space Center in Florida and the Hugh F. Dryden (now Neil A. Armstrong) Flight Research Center



in California. At NASA Headquarters in Washington DC Gerry also held the posts of Assistant Administrator for Legislative Affairs, Associate Administrator for External Relations, and Deputy Associate Administrator for Space Flight (Operations).

Gerry joined NASA as a flight controller in Mission Control, specializing in guidance, navigation and control systems for Project Gemini and the early unmanned missions of the Apollo Program. Before the first manned Apollo mission, Apollo 7, he was selected to be a flight director and served in that role for all of the Apollo Program manned missions, including all nine manned missions to the moon, six of which included lunar landings. Gerry was the Lead Flight Director for Apollo 12, Apollo 15 and Apollo 17. His “Gold” team conducted half of the lunar landings made during Apollo: Apollo’s 14, 16, & 17. Gerry’s team was scheduled to conduct the landing of Apollo 13, but when the landing was canceled as a result of an oxygen tank explosion his Gold team was one of four teams who played key roles in the safe return of the astronauts.

Gerry earned a Bachelor of Science degree in Aeronautical Engineering from Texas A&M University (TAMU) and was commissioned as an officer in the United States Air Force. He served four years on active duty, first in flight training, then flying as a weapon systems officer in jet fighter-interceptors. Gerry left active duty and joined the space program as a systems engineer/flight controller at the USAF Satellite Test Center in Sunnyvale, California. In the private sector, he also held senior engineering positions with Douglas Aircraft and General Dynamics/Fort Worth before joining NASA.

After taking early retirement from NASA Gerry was President and CEO of the Greater Houston Chamber of Commerce, a post he held until he joined Korn/Ferry International, a worldwide executive search firm, as the Managing Director of the firm’s Houston office.

Today Gerry is a technical and management consultant for a broad range of clients. He remains a Senior Consultant for Korn/Ferry International where he conducts search assignments for very senior level executives primarily in the firm’s global aerospace and defense



practice. Gerry was a founding director of Comerica's Bank of the Hills, Kerrville, Texas; a member of the Advisory Board of Alpha Space LLC in Houston, Texas; a trustee of Schreiner University in Kerrville, Texas; and a member of the Advisory Board of the Texas A&M Engineering Experiment Station, College Station, Texas. He is a former member of the Texas Higher Education Coordinating Board, a former trustee of the Universities Space Research Association, and a Past Chair of the TAMU 12th Man Foundation.

Gerry received numerous awards during his years with NASA including the Presidential Medal of Freedom awarded to the Apollo 13 Mission Operations Team, the NASA Distinguished Service Medal, the NASA Outstanding Leadership Medal, two NASA Exceptional Service Medals, the Meritorious Executive Rank Award, and the Distinguished Executive Rank Award. He also is the recipient of the TAMU Distinguished Alumnus Award, the TAMU Corps of Cadets Hall of Honor Award, the

TAMU College of Engineering Alumni Honor Award, the TAMU Aerospace Engineering Department Distinguished Alumnus Award, the honorary degree of Doctor of Humane Letters from the University of Houston Clear Lake, and the Tau Beta Pi Eminent Engineer Award. Gerry is a Fellow of the American Institute of Aeronautics and Astronautics and the American Astronautical Society.

Because of his real life role as a Flight Director during the flight of Apollo 13 Gerry was a

technical advisor for the movie Apollo 13. Later he was a technical advisor for and an actor in the movies Contact and Deep Impact, then was the technical advisor for the movie Apollo 18.

Gerry is an active general aviation pilot and aircraft owner, and holds a commercial license with an instrument rating for single engine aircraft, multi-engine aircraft and helicopters. Gerry and his wife, Sandy, live in Hunt, Texas.

WINTER BOARD MEETING 2019 AND OPTIONAL FLY-IN ACTIVITIES REGISTRATION

Go to www.fpadrs.org to pay by credit card. Or, complete this form and mail to FPA Headquarters, 11626 Twain Drive, Montgomery, Texas 77356. Payment must be received in advance for all social functions.

February 6: Wednesday – arrival at Fredericksburg Hangar Hotel
Gather in The Officer's Club (cash bar). Optional dinner.

February 7: Thursday – Breakfast on own. Wineries tour incl. lunch.
Gather at Officer's Club. Optional dinner in downtown.
WINERY TOUR LIMITED IN NUMBER – REGISTER EARLY.

\$185.00 x _____ ppl = \$ _____

February 8: Friday – Breakfast on own.
Adm. Nimitz Museum and Nat'l Museum of Pacific War incl. Lunch.
MUSEUMS TOUR REGISTRATION DEADLINE JANUARY 5.

\$65.00 x _____ ppl = \$ _____

WINTER BOARD MEETING in Fredericksburg TX

February 8: Friday Evening Welcome Reception
February 9: Saturday Breakfast and Board Meeting with Coffee Break

\$160.00 x _____ ppl = \$ _____

February 9: Opt. Saturday Lunch/CME Leadership Session

\$55.00 x _____ ppl = \$ _____

Total \$ _____

Reserve and register by January 5, 2019

*PLEASE NOTE –Guarantees must be received and finalized with vendors by deadline dates. Special events, restaurants and transportation WILL NOT REFUND the payments.

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 entrance. 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.

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

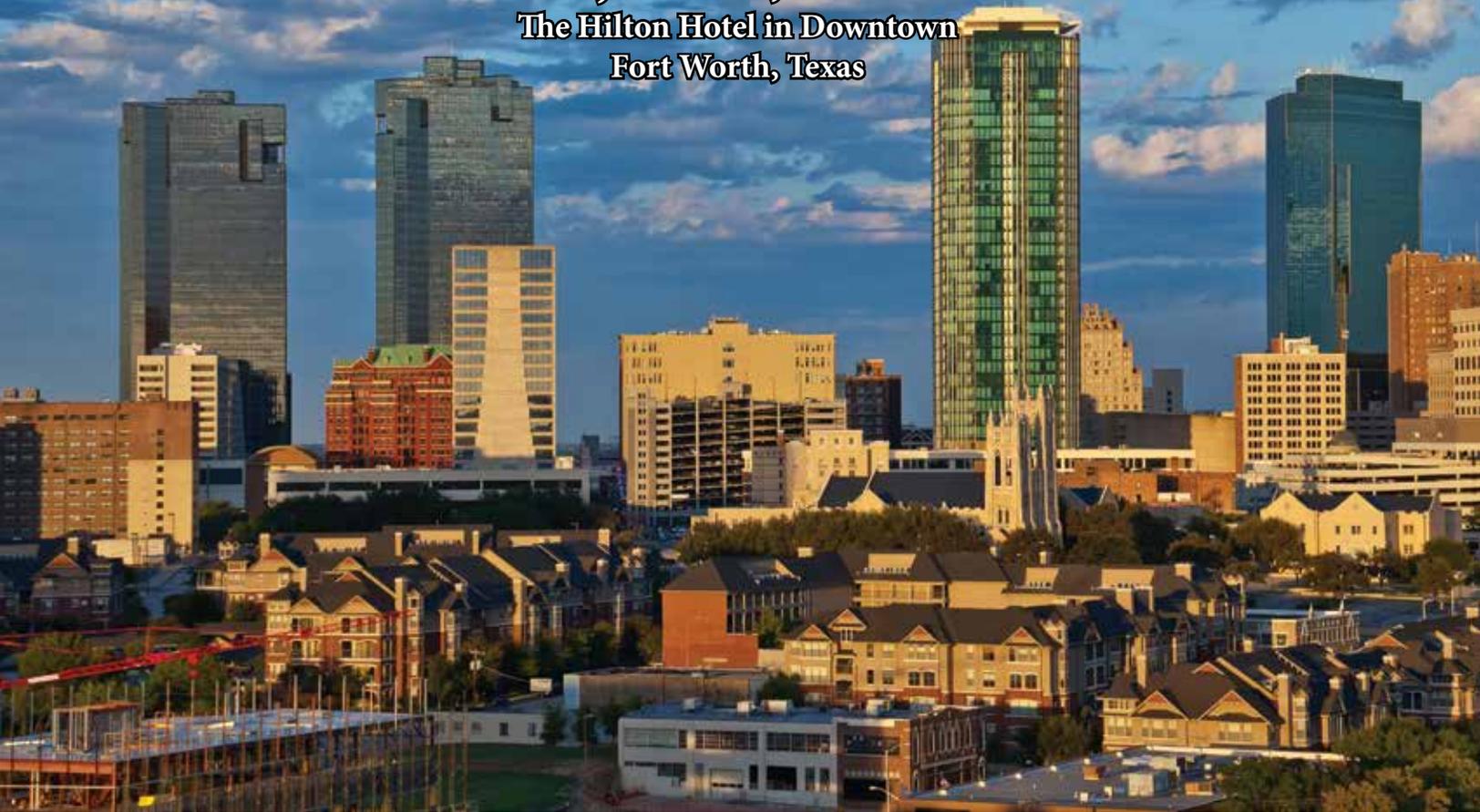
RESERVE A ROOM: <https://tinyurl.com/FLY2019>

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 restaurants 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.

65th FPA ANNUAL MEETING

JUNE 1-4, 2019
The Hilton Hotel in Downtown
Fort Worth, Texas



FORT WORTH – A great place to discover the best of Texas and enjoy world-class dining and entertainment in a relaxed and friendly city. It's where friends gather and always feel welcomed by the smiling locals. There are no strangers in Fort Worth. Put the dates on your calendar!

MEETING HOTEL –

A Moment in Time, A Place in History



The Hilton Downtown Fort Worth – on the National Register of Historic Places. America's 35th president, John F. Kennedy, had his final sleep in the then Hotel Texas. Once you step off the elevator on the eighth floor and into the corridor, you will see a large photo of him leaving the hotel



for Dallas on Nov. 22, 1963. Suite 850 has long disappeared during the renovations throughout the last 50+ years. Photos documenting JFK's and Jackie's stay at the hotel and JFK's final hours are displayed on the second floor. In 2012 a bronze of President Kennedy in roughly the same spot was erected, standing and speaking where he stood that morning addressing a crowd before the motorcade departed for Dallas.

GUEST ROOM RATES: \$163.00 single/double for FPA Annual 2019. Rates are honored from May 27 – June 8, depending on availability.

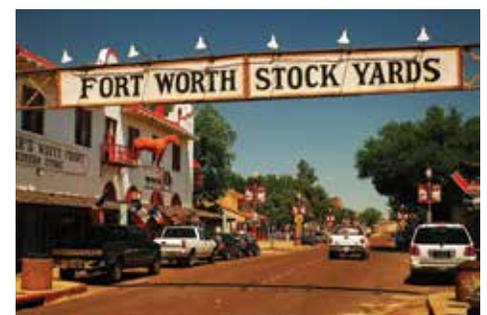
CUT-OFF DATE: May 7, 2019

CANCELLATION: 72-hours before scheduled arrival date.

RESERVE TODAY: 817.810.2100. Identify your reservation with the FPA Annual 2019 group. Reserve early to ensure the room location and amenities you prefer.

UNIQUE EXPERIENCE – Only in Fort Worth. Twice daily a herd of long-horn cattle are driven through the streets of the Stockyards District.

ART – Western art lovers come from all over the world to see and purchase original works of Western art. The best-known galleries are known internationally for their collections



and showcase pieces by Frederic Remington and Charles M. Russell as well as lesser-known American artists who captured the

Continued on next page ⇨

spirit of the new frontier.

MUSEUMS

Sid W. Richardson Museum –One of the finest and most focused collections of Western art in America. Located in Historic Sundance Square.

The Amon Carter Museum of American Art – free admission. Housed in a Philip Johnson designed building. Located in the Cultural District.

The Kimball Art Museum – Classical collection. Free admission. Located in Cultural District.

The Modern Art Museum --focuses on art created after World War II and includes works by artists such as Jackson Pollock, Pablo Picasso, and Andy Warhol. Located in the Cultural District.



The National Cowgirl Museum and Hall of Fame -- honors and documents the lives of women of the American West. Outstanding photography collection. Located in the Cultural District.

The Monig Meteorite Gallery -- showcases meteorites of many descriptions. Located on the TCU campus near the Cultural District.

ENTERTAINMENT

Bass Performance Hall, a quick walk from the Hilton Hotel, is the crown jewel of a city which boasts the nation’s third largest cultural district. It is also an important symbol of one of the most successful downtown revitalization efforts in the country.

Built entirely with private funds, Bass Performance Hall is permanent home to the Fort Worth Symphony Orchestra, Texas Ballet Theater, Fort Worth Opera, and the Van Cliburn International Piano Competition and Cliburn Concerts.



TENTATIVE MEETING SCHEDULE

Friday, May 31, 2019

6 pm: Optional Wine and Food Tasting at the venerable Fort Worth Club

In 1926, The Fort Worth Club erected a grand, 12-story high-rise at Throckmorton and Seventh streets, featuring apartment suites for prominent members. Club President Amon G. Carter hosted many prestigious guests at the new building in his personal quarters, including President Franklin D. Roosevelt, Bob Hope, Gene Autrey, war hero J.D. Doolittle, lords and ladies of London, sports figures and more. The new Fort Worth Club became the social epicenter of Fort Worth.

Saturday, June 1, 2019

Afternoon Sign-in and Registration
CME Session I
RFS Meeting Orientation Session
6:00 pm Depart hotel to Weatherford, TX
Welcome Reception at home of Mark and Sarah Eidson

Sunday, June 2, 2019

Morning CME Session II
Afternoon Optional Group Tour
Evening Optional Group Dinner and Show, Bass Hall

Monday, June 3, 2019

Morning CME Session III
Afternoon Optional Luncheon and Stockyards Visit
6:00 pm “Stump the IA” Session with Mike Busch

Tuesday, June 4, 2019

Morning CME Session IV
Afternoon Optional Luncheon and Group Tour
6:00 pm Awards Celebration Reception
6:45 pm Awards Celebration Dinner

Wednesday, June 5, 2019

Individual departures

MEETING REGISTRATION opens on January 1, 2019. Complete details including optional tours and the CME schedule are available in the Flying Physician magazine mailed in late December to members. Information is also available on the FPA website, www.fpadrs.org





MARK THOMAN
2018 Distinguished Service
Award



FPA AWARDS NOMINATION FORM



VICI DeHAAN
2018 Co-Pilot of the Year



JOHN DAVIS
2018 Airman 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

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

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 Frudendorf, 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. Poberezny
 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

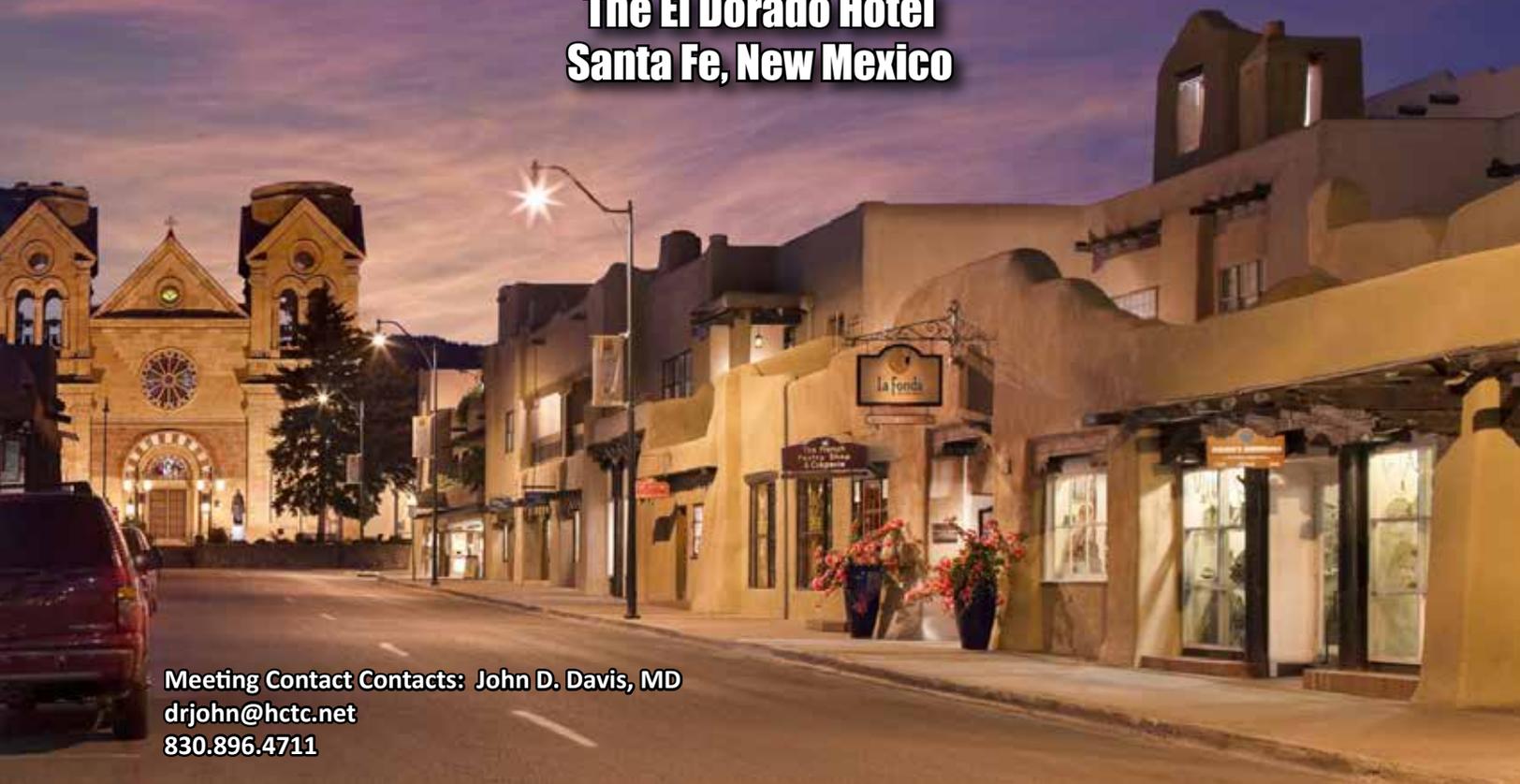
FPA Honorary Members

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

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
830.896.4711

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.

Put September 12 – 15 on your calendar. Southwest and Western Chapters welcome you and know you will enjoy the time together in Santa Fe.

Registration opens on January 1 on the FPA website. (www.fpadrs.org)



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 SCHEDULE

Thursday, September 19

Evening Welcome Reception
Home of Dr. David Speranza

Friday, September 20

Breakfast included in host hotel
Morning CME Session I

Afternoon bus tour of
Gettysburg Battlefield

Saturday, September 21

Breakfast included in host hotel
Morning CME Session II
Afternoon free
Evening Dinner at the Gettysburg
Visitors Center
(includes free access to the
Museum)
AOPA speaker at dinner

Sunday, September 22

Breakfast included at host hotel
Individual departures at leisure

Full information for the hotel and meeting accommodations will be available on the FPA website and promoted in upcoming Member Bulletins as well as the Flying Physician magazine. Registration for the Tri-Chapter meeting opens on January 1, 2019.

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

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.

Western-Southwest Chapters November 1-4, 2018	Paris Las Vegas Resort Las Vegas, Nevada	<input type="checkbox"/> \$515 FPA/FDA Member single <input type="checkbox"/> \$680 FPA/FDA Member couple <input type="checkbox"/> OPTIONAL Cirque du Soleil "O" Tickets \$155 each (including all taxes & charges)
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FPA Winter Board Meeting February 8-10, 2019	The Hangar Hotel Fredericksburg, Texas	<input type="checkbox"/> See page 15
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Great Lakes-Dixie Chapters April 11-14, 2019	Embassy Suites Louisville, Kentucky	<input type="checkbox"/> Send Information
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FPA 65th Annual Meeting June 1-4, 2019	The Hilton Downtown Hotel Fort Worth, Texas	<input type="checkbox"/> Send Information
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Southwest-Western Chapters Fall Meeting September 12-15, 2019	Hotel TBA Santa Fe, New Mexico	<input type="checkbox"/> Send Information
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Tri-Chapters Fall Meeting (NE Chapter host) September 19-22, 2019	Hotel TBA Gettysburg, Pennsylvania	<input type="checkbox"/> Send Information
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Fax this form to 832-415-0287 or mail to:
 FPA Chapters Meetings
 11626 Twain Drive • Montgomery, Texas 77356

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!

Oct. 12-13, 2018	Branson MO	FDA Fall Board Meeting
Oct. 22-26, 2018	Oklahoma City OK	AME Basic
Oct. 26-27, 2018	Gulf Shores AL	AOPA Fly-in
Nov. 1-4, 2018	Las Vegas NV	FPA Western-Southwest Fall Chapter
Dec. 7-9, 2018	Salt Lake City UT (tent)	AME Refresher
Jan. 21-25, 2019	Dep Ft. Canaveral FL	FDA Boat Cruise
Feb 6-9, 2019	Fredericksburg TX	FPA Fly-In
Feb. 9-10, 2019	Fredericksburg TX	FPA Winter Board
Feb. 22-25, 2019	Snowmass CO	FDA Ski Trip
March 31-April 5, 2019	Grand Cayman	FDA Diving Trip
April 2-7 2020	Lakeland FL	Sun'n'Fun
April 10-15, 2019	Lakeland FL	Sun'n'Fun
April 11-14, 2019	Louisville KY	FPA Dixie-Great Lakes Spring Chapter
May 5-9, 2019	Las Vegas NV	AsMA Annual
May 10-11, 2019	Charleston SC	FDA Eastern District Fly-in
June 1-4, 2019	Fort Worth TX	FPA Annual
Sept. 12-15, 2019	Santa Fe NM	FPA Southwest-Western Fall Chapter
Sept. 19-22, 2019	Gettysburg PA	FPA Tri-Chapter
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