



From the
**LEFT
 FRONT SEAT**
A Message from the President
John R. Mulvey, MD, FAAFP



From the
**RIGHT
 FRONT SEAT**
A Message from the Right Front Seaters Chair
Cindy Mulvey, Chair

From the Flight Deck

Welcome to the second leg of our Cross Country flight through the perils of Covid 19, Election Day hijinks, and the righting of our own ship to sail on through the slings and arrows of outrageous fortune. Wow; a walk through the Valley of Mor-dor would sound downright cheery about now.

Your Association continues to work through these dark days and is seeing the light at the end of the tunnel. On our recent Zoom Board meeting just last weekend, the vast majority of the attendees have already received at least one Covid vaccine dose. However, we need to get a lot of the country vaccinated before we can resume not only our meetings, but the outings we enjoy associated with those meetings.

To this end, the Board has decided to move this year's Annual Meeting to the week of October 17-22 in Richmond VA. This gives time for the country to catch up with us, and perhaps a return of the events and outings we want to have.

Ted and Ana Stransky, the organizers of the meeting, are working closely with FPA Headquarters to assemble the best experience we can have in Richmond, while Doug Johnson, the CME Scientific and Aviation Program Chair, is confirming speakers and faculty. By October most of speakers should be available, and many venues that are now closed may be open again. Keep your eye on FPA publications and the FPA website for breaking news; I will post information there as it becomes available. Also, see more details and information from the Stranskys and Doug Johnson in articles on following pages in this Bulletin.

At the end of the day, what we all really treasure about our organization is the flying to a common destination and each other's company. We will return to that this October.

We are also working on some smaller outings to start dipping our toe in the water of getting together in person. The Chapter Vice Presidents have been challenged to plan one-day excursions. A number of us can fly in, get together for an event, and then fly home. These will be announced to the entire organization, so anyone who wants to come will be able to make plans for that. We are also hoping to hold more Zoom social hours as well; Chip May has done a really good job hosting these, and he really wants to host more of them. Read on in this Bulletin for more information contributed from various chapters.

Proven Stress Relievers for Scared Non-pilots

Like many people in this era of social distancing, I spend a lot of my free time watching YouTube. Strangely enough, one of my favorite topics is aviation accidents. One might think, as a frequent flyer in a glorified aluminum can, I would avoid that particular topic. But no, every accident has a cause, and I like to know what that cause is and how to avoid a similar situation.

As a non-pilot, flying can be very scary. You are literally putting your life in someone else's hands. As a RFS there are things you can do to make flying a little less stressful. Lots of Xanax comes to mind, but let's concentrate on the non-pharmacological.

First, familiarize yourself with your particular plane. How easily could you get out if the plane was damaged on the ground? John and I fly in a Mooney. I like the Mooney. It has a "carry-through wing spar" and a high strength steel cage enclosing the cockpit. The carry-through spar means the main support structure of the plane, running from wing tip to wing tip, is a solid piece of metal. That makes me feel better. If the wing comes off of our plane, we're probably already dead. There's no way we would survive the force required to rip the plane apart. When we hit rough air, you can bet I'm chanting "carry-through wing spar" under my breath. I save the "Hail Marys" for severe turbulence over mountains.

I do have an issue with the Mooney and that's the door. There is only one and it's on my side of the plane. So, we carry a crash axe and a fire extinguisher. Both are located within my reach - in the pocket behind the pilot's seat. If the door is jammed, I know I can get us out in a hurry.

Next, pay attention to the basic operation of your plane. What makes the plane go up and down? How do you make it turn? What kind of instruments do you have, and do you know how to read them? Do you have an autopilot? Can you turn it on or off? For those of you flying in a Cirrus, do you know how to safely deploy the parachute? By the way, our plane has no toe brakes on the right side. In the event of an incapacitated pilot, I would need a long runway heading into the wind. Knowing any of this make me feel a little more in control. I may never have to use this information, but I know I can. If you can take a Pinch Hitter course, do so. I have not, but that's a column in itself.

We have also decided to freeze the current leadership in place until the French Lick meeting over Memorial Day weekend in 2022. This permits the Nominating Committee to organize in October and oversee the elections in spring 2022.

So, that's it from Your Captain on the Flight deck. I will soon be turning off the seatbelt sign, and you will be free to fly around the country. Stay safe; go fly and I hope to see you in person very soon.

John

John Mulvey MD, FAAFP
2020-21 President
Flying Physicians Association

From the Right Front Seat continued from page 1 ⇨

Last, trust your pilot. I know that sounds a little trite, but unless he or she is suicidal, they don't want to fall out of the sky. Don't be afraid to ask questions. Or to point out something that you don't think is right. You may see something that they didn't. If you notice that your plane is descending when you didn't expect it to, ask why. Or, if you are on final approach in a retractable gear airplane and you don't see the "gear down" light, forcefully speak out. Your pilot will thank you.

There is also nothing wrong with saying "I don't think it's a good day to fly". If you have to be someplace at a particular date, plan an alternative. You don't ever want to be in a "get-there-itis" situation.

Every time there is an accident, something is learned. In every investigation someone will mention the chain of events that led to the accident. Usually, there are several small actions that, individually, wouldn't be a big deal, but combined, cause a tragedy. If saying something when we are concerned stops the chain of events, then everyone goes home happy.

Stay safe, wear your mask and search for "air crash investigations" on YouTube. I promise you will learn something interesting.

Love,

Cindy

Cindy Mulvey
2020-21 Right Front Seaters Chair

A follow-up comment from Bruce Landsberg

Cindy, I agree with everything you said. I'd like to add a few points for reinforcement:

- *Practice with the autopilot periodically.*
- *Learn how to start a descent and level off.*
- *Understand the relationship of power and autopilot usage.*
- *Instructors or your companion pilot can use car analogies to help explain that when going downhill to ease off the gas, etc.*
- *Learn how to use the comm radio. It's not hard and with just a bit of practice, you can help your companion pilot and also learn how to get help in the very unlikely event of pilot incapacitation.*

- *Finally, understand the concept of "weather windows" to help your companion pilot pick the best days to fly. Have your pilot watch the prog charts and forecast discussions several days before a planned trip. Going a day early or a day later can make all the difference in terms of safety and comfort. Sometimes just a few hours can make a big difference. When traveling in light aircraft, flexibility is essential - even the airlines periodically cancel or delay a flight and they have all the assets to deal with weather most of the time.*

Thank you, Cindy, for helping keep the skies safe for GA pilots and their families. I know your pilot appreciates your commitment!

Blue skies,

Bruce

Bruce Landsberg
FPA Honorary Member





Mark's REMARKS

By "Foreign Correspondent"

Mark Thoman, MD

"IFR FOR DUMMIES"

Though I had to postpone my private practice for two years after completing my residency, it did give me an opportunity to do something at the very top of my bucket list and that is becoming a pilot! Those of us who were on active duty for at least two years during the Viet Nam War years had an important benefit that many of us took advantage of and that was the GI Bill!

Immediately after discharge in 1967 having completed my two years on active duty as a medical officer, I was so deep in debt for pre-med and medical training I elected to take a salaried position in a multispecialty clinic in Bismarck, ND. This was an alternative rather than going into further debt required in starting a solo private practice. Therefore, I decided to join a pediatric group which included a pediatrician with whom we trained together as residents.

At the end of two years at the clinic I had made significant progress in my student/resident loan repayments so that I was now able to move from Bismarck to Des Moines, IA, where I had taken my pediatric training, to set up a solo private practice in 1969.

As a new staff member at the Children's Hospital there I visited with other members of the attending staff many of whom were pilots. They encouraged me to look into the various pilot training programs offered in the area with the consideration of utilizing the benefits of the GI Bill.

There were three programs, called the "Big Three" by the local medical aviators, Piper, Cessna and Beechcraft. As a grade-schooler I recall being in awe of the J-3 Piper Cub so I elected to start my quest by reviewing Piper's Des Moines Flying Service, or DMFS, and I was hooked! Many of my attending medical colleagues, also AME's, had planes hangered with the DMFS so any questions I had about ground school, flight instructors and/or rental policies were easily and quickly answered.

At the time you were required to obtain your private pilot's license at your own expense but, when enrolled in the program, 90% of the cost would be paid by the GI Bill. Once I "had my ticket" I started studying, flying, and taking the various written and/or practical tests for commercial, instrument, multiengine and a CFI rating.

The main theme of this is: No matter how much you learn, you are still not prepared for what the real world will throw at you!

According to my logbook, on August 15, 1972, I logged in "Passed final hurdle, IFR rating today!"

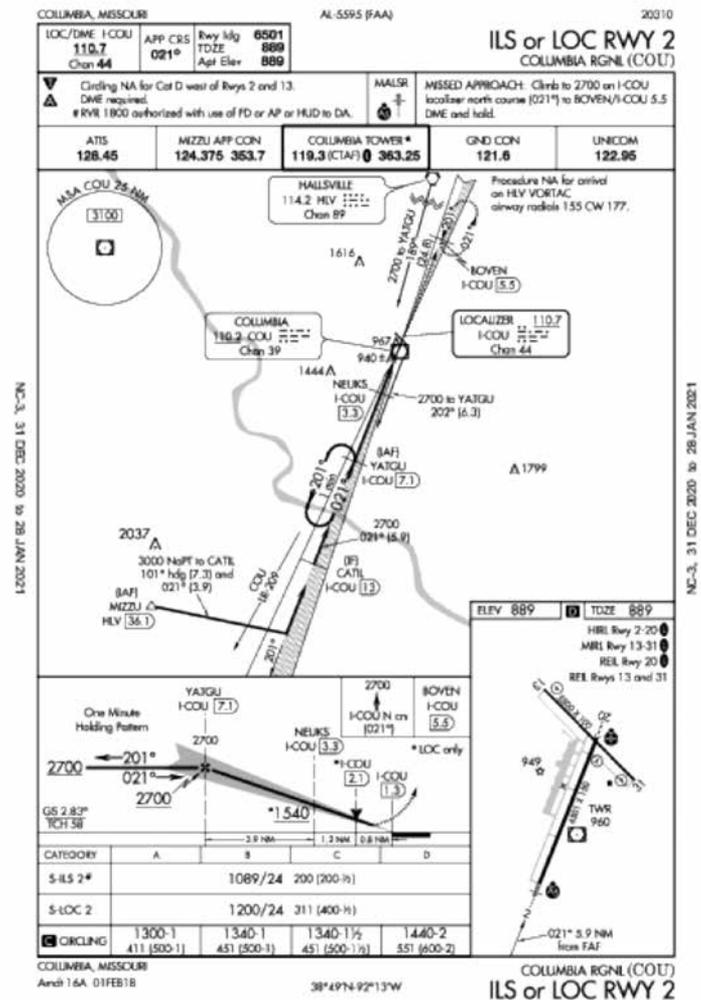
The very next day I was taking two of my six children to see relatives about 250 miles away and to take my first plane, a PA 28-200 N4991S, on the round trip.



Editor's Picture taken with 1972 PA-28 4991S

That morning my two youngest, Janet 10 and David 6, helped me do the preflight walkaround before boarding the plane. The weather in Des Moines (DSM) and Columbia, Mo (COU) were both high overcast and not expected to require anything other than VFR piloting. I smiled at myself and my brain told me, "And IF you need to go IFR, you can do it now, stud-muffin." BIG MISTAKE!

The first hour was uneventful with high overcast and a mild right crosswind. As we crossed the Iowa-Missouri border, however, the overcast was getting lower and lower and to maintain my altitude of 4500 feet I would eventually be in the soup, so to speak. I filed IFR for the duration of the 90-minute trip and continued at my assigned altitude. As we neared COU I radioed ATC that I was 40 miles north of the field and would make an IFR



Continued on next page ☞

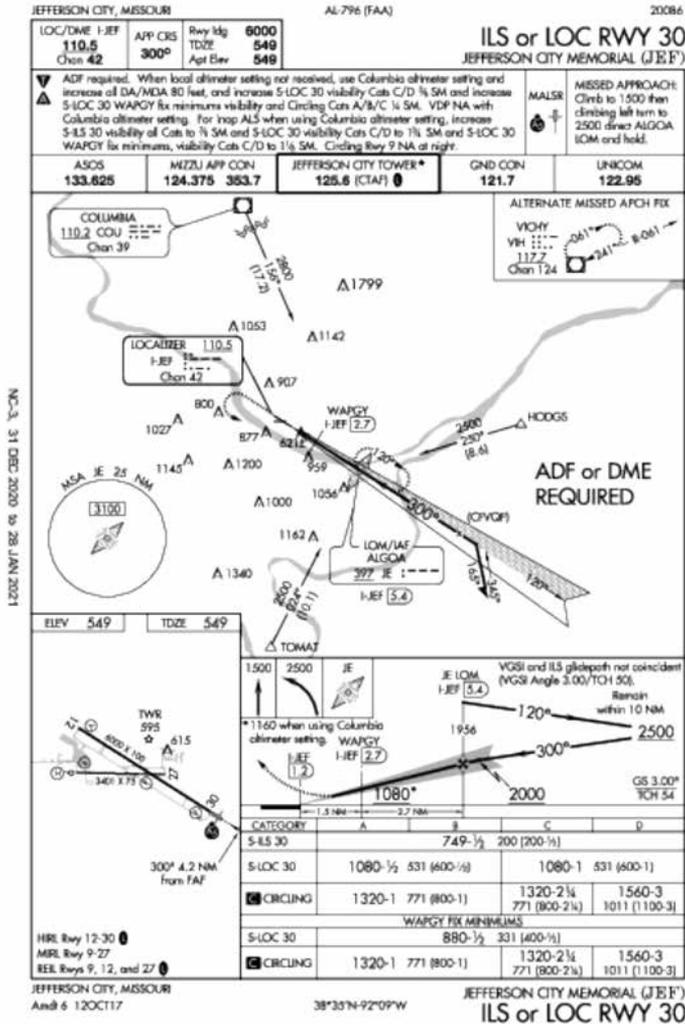
approach on runway 02. ATC responded and I continued under IFR conditions.

As I reached for the approach plates for JEF I was faced with the prospect of sorting out my approach plates from several textbooks, comics, coloring books, and Highlights magazines. Since I was not able to find my approach plates and having a blind confidence, I could make a VFR landing I cancelled IFR asking JEF approach control requesting their status and they responded that they were still VFR but would be IFR soon since the ceiling was rapidly getting lower. I realized then I may be IFR rated but my mind was SOL!

I continued south well beyond JEF and panic started to take over and continued with VFR on top. I had two of my kids with me and if I didn't get it together very soon we were going to be statistics in the mid-Missouri newspapers with the next issue. I flew another 5 to 10 minutes and since I had at least three hours fuel on board I was shakily confident that I could continue on a southerly heading hoping I would eventually find an airport in VFR conditions.

THEN IT HAPPENED!!! As I looked out my window, I could see a small opening in the cloud layer beneath me and I SAW A RED BARN! With that miraculous sight I kept that magic-survival-hole in my sight and circled it until I was VFR under. As I looked out the windshield I could see JEF's rotating beacon and understood the real meaning of "scud-running" with the top of the tail of 4991S scraping the bottom of the ubiquitous clouds. But now I was close enough to make a call to the tower and they responded, "91Sierra, clear to land on runway 30.

I landed, taxied towards the JEF FBO and when I changed from tower to ground control the response was, obviously aware of my COU kerfuffle, "4991 Sierra, it might be a good idea to brush up on your IFR procedures..." I agreed. Lessons learned!



Meanwhile my two youngest offspring had brought along their school books, comic books, as well as other assorted items to keep them occupied during the flight. As I was nearing the entry point of the IFR approach point I put in the frequencies, heading and altitude required to complete my mission of a safe and uneventful landing. I entered the approach and descended keeping the ILS crosshairs "nailed" on my instrument panel. Unexpectedly, as I neared DH, or 200 ft MSL above the runway, I was still in IFR conditions. I contacted ATC calling for a missed approach. The tower gave me heading, altitude and within minutes I was again on the IFR approach. However, as I descended, I was still enveloped in "visible moisture" but continued on the approach. At DH, NO RUNWAY or anything else, for that matter, could be visible so I again called for a missed approach and circled for another try. The same scenario happened again so after the third missed approach I asked if COU could give me the current weather in Jefferson City (JEF) which was about 50 miles south of COU.

Former Mexico* "Foreign Correspondent" Mark E. Thoman, MD, and his RFS, Theresa, are currently moving from Port Orchard, Washington, to Tucson, Arizona. After establishing a new residence in Arizona, he will no longer be the "Foreign Correspondent".

Belated birthday greetings to the Editor-in-Chief and best wishes on the move!

Comments and suggestions for this column and the FPA publications are welcomed by Dr. Thoman and may be sent to paro1795@aol.com

*His high school title with the local newspaper based on class trip reports filed from Mexico.

SAFETYFIRST!



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

.....
*Dr. James R. Elliott, Chair
2020-2021 Human Factors and
Safety Education Committee*



HOW YOU DOING TODAY?

Most of us would never consider flying an airplane without a thorough pre-flight. We check the fuel and oil levels, ensure all the control surfaces operate properly, and that the tires and nose gear strut have the correct pressure. We test the breaks at the start of our taxi and perform an engine run-up before takeoff. After all, we reason, it's much better to discover a problem on the ground rather than after we are airborne.

How often do we perform the same thorough pre-flight check on the pilot, ourselves? More than 70% of fatal general aviation accidents are caused by human factors. Shouldn't we pay at least as much attention to the pilot as we do the airplane? Yet many of us regularly fly without much thought about a preflight inspection of the pilot.

At some point in our training, most of us have come across the I'M SAFE checklist. The letters stand for Illness, Medication, Stress, Alcohol, Fatigue, and Emotion or Eating. This is a quick and easy method to assess our fitness to fly on any given day.

Illness—Even a minor illness means we are not at 100%. Out alertness, cognitive function, judgement, and reaction time may be diminished. Allergies or an upper respiratory infection may impair our vestibular function or our ability to equalize pressure in our ears and sinuses. Asthma, pneumonia or COPD may make us more susceptible to hypoxia. A minor GI disturbance on the ground can worsen as the gas in our digestive system expands at altitude. An exacerbation of a chronic medical condition may temporarily make it unsafe for us to fly.

Medication—When evaluating a medication, we should consider the intended effects of the medication, the adverse side effects, and the condition for which the pilot is taking the medication. This applies not only to prescription medication, but to over-the-counter medications and nutritional and herbal supplements as well. St. John's Wort is commonly used to treat depression. In addition to the concerns about flying with active depression, side effects of St. John's Wort include fatigue, anxiety, and dizziness. It can also interact with other drugs metabolized through the cytochrome P450 system.

Stress—A modest amount of stress can enhance our performance. It keeps us focused and engaged in performing the task. Too much stress, however, can cause us to become overloaded or to decompensate. Even a routine flight incorporates environmental, physical, and psychological stresses. Environmental stresses include noise, vibration, pressure changes, heat and cold, and turbulence. Physical stresses include illness, medication, fatigue, and inadequate nutrition. Psychological stress may be

related to the flight such as traffic or weather; or outside stresses such as family, financial, occupational, or legal. These outside stressors are best left on the ground before starting the engine.

One of the most risky self-imposed stresses is get-home-itis or get-there-itis. This causes us to continue a flight into adverse conditions despite obvious evidence of unacceptable risk. Physicians are especially susceptible to this hazard because we have been enculturated to push through adversity rather than turn back. It is always better to delay the flight than crash on the way there. Outside of combat, no flight is worth dying for.

Alcohol—FAR 91.17 prohibits operation of an aircraft within 8 hours after the consumption of any alcoholic beverage, with a blood or breath alcohol concentration > 0.04, or while under the influence of alcohol. It is possible to be legal, but still not be safe. Alcohol consumption can lead to dehydration, impaired sleep, and vestibular dysfunction. A hangover can decrease memory, concentration, and manual dexterity as long as 72 hour after drinking.

Fatigue—As doctors we like to think we are superhuman and immune to fatigue. We survived medical school, residency, and years of practicing medicine. Yet we were issued the same Mark 1 Human Body as everyone else. Despite our denial, we are susceptible to fatigue, perhaps even more than the general population because we often exist in a state of chronic fatigue due to the demands of our profession. After being awake for 18 hours, our performance is impaired to the same degree as someone with a BAC of 0.05. After 24 hours without sleep, we have the same level of performance as someone with a BAC of 0.10. Remember that the next time you are driving home after a 24 hour shift. Moreover, none of us is as young as we used to be. We don't tolerate fatigue as well as we did when we were younger.

Emotion—Flying requires clear judgement and decision making, attention management, and task prioritization. These are not easy when our mind is controlled by the emotional part of our brain. Whether we are angry, grieving, or simply anxious to get back home, our emotions can cloud our judgement and distract us from flying the airplane safely. Flying requires the brain to be under the control of the frontal lobe, not the amygdala. If you are experiencing strong emotions, it is not a good time to fly. Wait until the emotions have subsided and you can focus on flying.

Eating—Some sources substitute "Eating" for "Emotion." This includes both adequate nutrition in general and maintenance of blood glucose level when you are flying. The coffee and doughnut for breakfast or pilot lunch of a candy bar and soft drink produces a rapid rise in blood glucose. The resulting insulin response can lead to a rebound drop in blood glucose an hour or two later—just as you enter the weather or are making an approach in Class B airspace. Carrying a healthy snack and a bottle of water in your flight bag can be helpful if your blood sugar bottoms out or you are just plain hungry.

Like our airplanes, we are complex machines and subject to malfunction. Both plane and pilot should be assessed before every flight to ensure they are safe to fly. We need to consider not only the routine portion of the flight, but events such as high traffic volume, inadvertent entry into IMC, or an inflight emergency. Our lives and those of our passengers may depend on it. Most of us don't have to fly on any given day. We wouldn't fly a plane that failed preflight inspection. Likewise, we shouldn't fly a pilot who doesn't pass preflight inspection.



AFTER VACCINATION – *Now what?*

The CORONA-19 Pandemic might be characterized as a real time extended research experiment. Infectious disease experts, researchers and physicians all over the US and the world have learned on the fly as the virus rocketed from nation to nation, extracting its deadly toll. The advances with SARS, MERS and Ebola over the past 20 years made it possible for the researchers to develop a vaccine in record time. Before the current COVID-19 pandemic, three historically important epidemics had occurred since 2000: severe acute respiratory syndrome (SARS-CoV-1) in 2003, Middle East respiratory syndrome (MERS) in 2013, and Ebola virus disease in 2014. The first two were caused by coronaviruses and the third by ebolavirus.

Reading the back story for one of the first approved vaccines, Moderna, brings the speed of the COVID-19 vaccine development into perspective (see link below). It also leads to deep appreciation of the people who instinctively reacted to the infection numbers they were seeing reported from China in mid-January, 2020. While the majority of US citizens considered it “nothing more than a flu-like viral infection”, these men and women realized early on the potential impact not seen since the Spanish Flu epidemic 1918.

<https://www.bostonmagazine.com/health/2020/06/04/moderna-coronavirus-vaccine/>

Remember the Diamond Princess Cruise ship that was in the daily news a year ago? That luxury cruise ship with 2,666 passengers and 1,045 crew on board led to many of the SARS CoV-19 discoveries that guided CDC experts and epidemiologists in decision-making for nursing homes, gyms, restaurants and other community gathering place recommendations and protocols.

<https://www.bmj.com/content/369/bmj.m1632>

HOW FAST A YEAR HAS GONE!

- A year ago Italian cases had jumped 50% to 1700. As of this writing, Italy has 2,907,825 cases with 97,507 deaths.
- A year ago, Scotland, Monaco and the Dominican Republic were reporting their first cases!
- A year later Scotland has reported 201, 581 cases and 7,111 deaths.
- Monaco has a total 1, 953 cases and 24 deaths.
- The Dominican Republic has recorded 239,009 cases and 3,093 deaths.
- A year ago in the United States, the state of Washington declared an emergency after the first death. A little over a year later, the United States total number of confirmed cases at the time of writing was 29, 191, 687 with 524,482 deaths.

Every physician-pilot and Right Front Seater in the Flying Physicians Association has been personally touched in one way or another by COVID-19. Physicians, the ones to whom family and friends turn with their questions, helped in guiding their communities, protecting their patients and families.

FPA members who contracted the disease and recovered have acknowledged symptoms ranging from the minor to some who continue recovery with “long-hauler” effects. The FPA family collectively mourned the death of member John Saalwaechter’s wife and co-pilot, Vicki, in November 2020.

February 2021 – Variants are surfacing, and epidemiologists have been urging everyone to get vaccinated. Downward trends in new cases, hospitalizations and deaths have given hope to everyone. Flying Physicians and their families are committed to safety – first and foremost – and they are also eager, anticipating being together again.

The 2021 Annual Meeting will uphold the local city, county, state and federal guidelines and recommendations regarding COVID-19 and its variants. Until researchers know more,



even vaccinated people will be advised to wear masks in public and take precautions. Once you're vaccinated, sit tight a while longer. Things will be better soon, experts say. But vaccination is not a get-out-of-jail-free card.

"Clearly, currently available vaccinations do protect one against severe Covid infection," said Dr. David Lloyd-Jones, president-elect of the American Heart Association. "But we are just

beginning to get data about whether someone who has been vaccinated can still transmit the virus."

A vaccinated person can still test positive for the virus in their nose, he said, and it's unclear if that material is infectious. "Given that we don't know and given that we know what the consequences of keeping this pandemic going are, we have to err on the side of safety."



New developments and evidence from the ongoing COVID-19 pandemic emerge on a daily – sometimes hourly -- basis. Just think how far this world has come in one year! The Board of Directors and Officers of The Flying Physicians are the most optimistic since the pandemic began.

ACTION: Enter October 17 (arrival in Richmond VA) on your planning calendar. The daily schedule of speakers and topics, registration information and hotel reservation links will be included in the upcoming FLYING PHYSICIAN Magazine.

October 17, 2021 in Richmond VA: the perfect occasion to sing together, at long last, a very heartfelt "Auld Lang Signe" as we toast, after 21 months, the beginnings of FPA scheduled gatherings!

BEHIND THE SCENES

with Your FPA Secretary



George L. Cowan, MD

was noted that “the Virginia Capitol is not expected to open anytime soon and that this meeting in Richmond will likely “not be a regular meeting” due to persisting public health concerns”. Nonetheless we’re going to get this to happen! (I promised I’d keep politics outta this but what the heck happened to “sic temper tyrannis”?)

“Hello” to our FPA community from your alleged “Secretary”! While we’ve all been to some extent “grounded” by current events, your FPA is still alive and kicking. (Ok, we haven’t been exactly terribly active, but we are a long way from tube feeds and ventilation and considering hospice care!)

Side note, I’ve never had a “secretary” before. Always had to make my own coffee and take out my own trash. Heck, I was lucky if anyone would type a memo for me! So this “Secretary” gig is kinda new to me. Webster’s defines a secretary as -

1 : one employed to handle correspondence and manage routine and detail work for a superior

2a : an officer of a business concern who may keep records of directors’ and stockholders’ meetings and of stock ownership and transfer and help supervise the company’s legal interests

b : an officer of an organization or society responsible for its records and correspondence

So I guess I’m supposed to be “2b” cause I certainly haven’t been doing much correspondence or detail work for for the FPA leadership. I do, however, have to do a lot of work for my Boss, my RFS Kim!

In some ways I feel more like I should be the 4th definition in Webster’s, “4a : writing desk, escritoire; b : a writing desk with a top section for books”.

Enough of that silliness for now.

Your FPA Leadership held an Executive Meeting in early February to dust off the cobwebs and try to figure out a few items of mutual interest. We even held a Winter Board Meeting the next week using these new-fangled, computer meeting things called “ZOOM”, and nobody was hurt! After having a few laughs, at various folks’ expense, a couple items came up that’ll probably be addressed in the other, better written, official articles that the Executive VP Alice Henderson is gathering for this edition.

Speaking of computers, have you looked at the updated website? It’s good! A lot better than before. There’s even a new logo for the FPA! We’re going to work on getting some apparel with the new logo available soon, so watch for those items soon. Also, if you have any photos of your planes, places, events, or even just of you & your significant others that you’d like to share, get a copy in to the Executive VP Alice Henderson and she’ll work on getting them added to the website for us all to enjoy.

Happy Belated 85th Birthday Dr Thoman! Hope you had a good time and enjoyed your latest “trip around the sun”. Remember, it’s just a chronological thing and I can attest as one of your resident Psychiatrists, that most all of us in the FPA are somewhat mentally “stuck” somewhere between adolescence and young adulthood.

Of significant impact to me as your “Secretary”, it also looks like “y’all are stuck with us” in these leadership positions for another year. (I mean, how else can we “sucker”, I mean “encourage” fellow members to become things called “a writing desk” for a year with the enticement that “all this is yours” (name the movie) if you can survive the humiliation, oops, I mean honors!)

The National Meeting in Richmond is STILL going to happen. I mean, the Stranskys have really put in a yeoman’s job (Back to Webster, that’s NOT calling them enlisted Petty Officers, but “one that performs great and loyal service”!) in getting this thing together. It

The good news is the meeting in French Lick, IN is still on for Memorial Day Weekend in 2022. (“Lick”? Mr Webster says a lick is a verb as in “to draw the tongue over” and can even be an intransitive verb as in “to lap with or as if with the tongue”, but this is being used as a noun, so that must mean “a natural salt deposit (such as a salt spring) that animals lick”. OK, I can go with that, but what about “French”? This is a family publication, I’ll let Drs Mulvey and Ostrowski talk their way out of that one!)

Of course, as in any meeting, we discussed money and dues. It’s always an issue, isn’t it? At least it seems that we are all aboard with the plan to centralize the FPA’s funds. I personally think it’ll be good for us all in the long run.

Some other stuff was talked about if I recall correctly, but mostly I spent the time mesmerized by Dr Kaufman’s Irish Setter “Sargent” wagging his tail and bothering Dr Kaufman to play with and feed him while in the meeting. He looks like a good dog.

OshKosh is apparently happening, but a little later in the year than before. A few folks are planning on attending. So if you go, communicate with the FPA and perhaps we can facilitate some meet-ups.

Everyone should keep a keen lookout for regional, same-day, fly-ins. This seems like a good idea and might just be the ticket to keep the FPA fellowship and friendships blooming in these coming months.

Chip May (or may not?) is encouraging Chapter ZOOM meetings as well. Let’s keep those up folks!

FPA members interested in sending a survey may wish to contact FPA Headquarters and use the polling-survey tool available on the FPA web site host, Wild Apricot. These can be coordinated through the FPA Headquarters. Previous surveys used Survey Monkey. The costs of having a Survey Monkey account have increased and become too expensive, (Probably a PETA thing I guess) and there are no costs using Wild Apricot. (And besides, who doesn’t like apricots?)

Finally, as the meeting drew to a close, and my beverage was now thoroughly drained, the terrible weather in Texas was discussed. As I noted at the time, “stories were told, boasts of adversity were made, acts of valor were cheered, and the significant effects of simple candles for warmth amazed us all. Meanwhile a contentious discussion about windmills and the “reporting” in The New York Times was narrowly avoided, much to the amazement of your Secretary.”

I did note, as my computer mouse died a horrific death and the cursor stopped working, that the 2021 FPA Winter Board Meeting “adjourned without any bloodshed”.

Well, that about sums it up for y’all out there in the various locales, watering holes, and positions of importance wherever they may be.

I wish y’all the best of flying conditions and healthy times from your “writing desk”, I mean “Secretary”, in fly-over country, as my blessed momma was wont to say “Be good, and if you can’t be good, be careful!

George



View from my desk

“PARAPHRASING” THE PLAN FOR RICHMOND

Ted Stransky, MD, Immediate Past-President
Ana Stransky, MSW, Immediate Past RFS-Chair

Richmond at last! Richmond at last!
Thank God Almighty, Richmond at last!

This paraphrase of Martin Luther King Jr. could be heard echoing around the Stransky household last week. As most of you know, a great Annual Meeting had been planned in Richmond, VA for Memorial Day Weekend, 2020. And then COVID-19 struck! We were in Seattle, WA visiting our son and his family when the first cases of the virus and subsequent deaths were reported from a Seattle nursing home. Little did we know that they were part of an evolving pandemic that would throw a monkey wrench not only into our plans, but also to those of the rest of the world.

Everything had been set for the 2020 Annual Meeting: a comfortable hotel, an excellent CME program developed by Doug Johnson, and fun extracurricular activities arranged with the help of FPA Headquarters. In a special meeting of the FPA Executive Committee in early March 2020, however, it was determined that it would not be safe for our members to gather while this novel virus was spreading.

It was fortunate that we made this decision, since almost all the activities we had planned cancelled and the venues were closed. Many of the CME speakers were not allowed to leave either their city, their university, and/or their state. Although we were responsible by contract to the hotel for a large sum of money if we did not hold our meeting there, the Omni Richmond did allow us to postpone it with no penalty. They also agreed not to raise our rates, and were willing to work to meet our needs within state and federal health guidelines. Therefore, we postponed the meeting until May, 2021. This also required rescheduling the 2021 Annual Meeting in French Lick, IN to 2022 because we were also committed by contract to the hotel in French Lick for a sizable amount.

Throughout the past year, FPA has remained in touch with the Omni and our other venues to see if and how their positions have changed. With the extended period of this pandemic, it has become evident that many of the venues still remain closed and that there are fairly severe restrictions as far as buses, restaurants, and public buildings and sites. This remains an ever-changing work in progress. The hotel told us that many of their customers were moving their meetings to October for which, they said, prospects were more optimistic. They said they would be able to squeeze us in, if we were interested. Therefore, we accepted their proposal and arranged for the meeting to be held OCTOBER 17-22, 2021, arriving on Sunday and departing on Thursday or Friday. These are not the usual days on which we hold our meeting; however, these dates were the best option available that the hotel had open. Doug Johnson is working with speakers, and the new scientific/aviation schedule is now coming together.



Autumn is usually beautiful in Richmond with the leaves changing color and temperate weather being the norm. The FBO, Dominion Aviation at Richmond Executive Airport, will expect our planes and grant fuel discounts. Not far from our hotel, there are some wonderful walking trails along the James River. Richmond remains a lovely historic city worth the visit!

We are working hard in cooperation with the FPA Headquarters and Doug Johnson to pull off this Annual Meeting which, as it has turned out, is almost an annual-and-a-half meeting! It's time we all get together again!

We will still have a display of the names of loved ones you wish to remember or honor with your contributions to the FPA. Although the speakers and extra activities may not all be the same as planned originally for 2020, they will be good and they will be safely within health guidelines. We will keep you informed about activity possibilities.

Though COVID will most likely still be with us in some form and will influence what we can and will do during our time in Richmond, we can still wear our masks, wash our hands, and use best practices for FPA and everyone involved in making the meeting happen! For sure we will be able to spend significant time with each other, and that is one of the *raison d'être* for our meetings – to kindle new and to stoke old friendships and to keep the Flying Physicians Association flying!

We miss you and look forward to seeing you in October. Let's proclaim to Richmond and paraphrase the midnight words of Paul Revere: **The FPA is coming! The FPA is coming!**



CHAPTER FI/FO

ONE-DAY FLY-IN, FLY-OUT IDEAS



The following are IDEAS/
SUGGESTIONS submitted. Coordinate
with the Contacts for the chapter!

Reason to own or rent a plane:

To fly somewhere. Is there another reason? Impress your banker, maybe?

Reason to fly with FPA Members:

Being with like-minded physician-pilots, RFS and families. Share time together.
Plus, some of the stories....well, you just have to hear them IN PERSON!

Reason to fly with a chapter FI/FO:

Easy – just one day! Or more. Your choice. Great company. Close. Fun.

Great Lakes Chapter

Kalamazoo, MI (KAZO)	The Kalamazoo Air Zoo. Museum on field.
Dayton, OH (I19)	United States Air Force Museum
Pella, Iowa (KPEA)	Day trip - not during the Tulip Festival but in general; fly in – eat too much unhealthy Dutch food, fly home. Honorary Member Warren DeHaan’s hometown.
Mackinac Island (KMCD)	Day or longer trip. Could be as short as FIFO or become a 2-3 day trip; spend a night or two on the island (especially since its fairly far north for most of the chapter area); I may have a lead on group rate for a hotel in town.
Owensboro KY (KOWB)	Day trip - Moonlight barbeque – definite fly in for lunch/brunch, fly home (with some take out!!!) – Bruce Kaufman favorite: have you tried their Mutton or Burgoo?
Cleveland OH/Burke Lakefront airport (KBLK)–	Day or longer - best lakefront airport since Miegs! Adjacent to the Rock N Roll Hall of Fame (but they require advance reservations for entry); Cleveland museum of art (farther away)
Grimes OH (I71)	Day trip - Champaign Air Museum on field. Former Army air base
Columbus IN (KBAK)	Day trip - another on-field air museum; good restaurant on field. Take another day – downtown is reportedly interesting with modern architecture; centrally located
Contacts:	Bruce Kaufman (bkaufman@mcw.edu) James VanHook (javanhoo@yahoo.com)

Southwest

Kerrville TX (KERV)	Mooney Factory
Fredericksburg TX (T82)	1940’s Diner
Llano TX (KAQO) March 20th or 27th	Best BBQ in the world and Texas. Lunch at Cooper’s BBQ. Nostalgic, historic town square. Greatest record store in the world “RATS” Records & All Things Strange
Arlington, TX KGKY	Chip May host a hamburger cook out at the airport. Best HB in the world.
Olney, TX - KONY	Home of the Air Tractor Plant
Marfa TX KMRF	Not much at airport. Must drive into town. Hotel Paisano – where the stars from the movie Giant stayed. McDonald Observatory Tour for evening star gazing if an overnight stay. Fort Davis Calvary Fort. Donald Judd’s Chinati Foundation. Marfa Lights. Biggest tumbleweeds in the world.
Rockport/Port Aransas, TX, KRKP	Aransas County Airport. Easy transfer to beach for fresh seafood or set up a fishing trip (overnight stay) Amelia’s Landing Hotel - Port Aransas, TX
Dart Pick	Take a Texas wall map. Throw a dart and all fly to the closest airport.
Pick an Airport	Everybody pick an airport, pack picnic lunches and enjoy the spread.
Lakeview AR (3MO)	Gaston’s Restaurant (one of top 10 in \$100 HB runs; Extra day for fishing trip.
Contacts	Jim Elliott (jim.abby@gmail.com) John Davis (drjohn@hctc.net)

Western

Chiriaco Summit CA	Fly KPSP. Visit the General Patton Memorial Museum.
Sunriver OR (S21)	FPA had an annual meeting there long ago. Resort for lunch or lots of options. Borrow a bicycle from out back, ride beautiful paved trails between the pine forests OR make the short walk to the marina after landing, rent a kayak and float the Deschutes river 6 miles down to the takeout. Catch the shuttle back and have a nice dinner at the marina restaurant.
Chino CA (CNO)	2021 Planes of Fame Airshow, October 30. Sounds like a great day to FI and FO.
Reno NV (RNO)	Reno Annual Air Races. Pick a day (or more) September 15-19 to go and meet up there!
Minden NV (KMEV)	Breakfast/lunch restaurant, Tail Dragger Café, taxi up to front door. Go for brunch. Lake Tahoe views as you approach.
Contacts	Randy Edwards (randy@lendersmortgage.com) Peter Bartlett (prbartlett42@gmail.com)

Dixie

Apalachicola FL (KAAF)	Lots of ramp space. "Old Florida", great seafood. March/April/May time frame, open to suggestions on exact date.
Daytona FO (KFIN)	Highjackers restaurant on Flagler Executive Airport just north of Daytona is great.
Luray Caverns VA (KLUA)	Near a beautiful airport in the Shenandoah Valley of the same name. The caverns are a short walk from the airport. Gas is cheap and the folks at the FBO are really accommodating. If you don't want to walk the half mile, the FBO staff will drive you to the caverns and pick you up when you're ready.
First Flight (KFFE) Kitty Hawk VA	Has a great little runway and lots of things to see about the origin of flight. Restaurant there as well.
Heaven's Landing GA (GE99)	A flight to the Georgia mountains at GE99 could be set up with a couple of rental cars to head down the mountain 5 miles to the quaint town of Clayton for an outdoor lunch at the U-Joint restaurant (a converted old gas station), perhaps with a tour of the Moonrise Distillery before or after. If overnight, perhaps a pontoon boat ride on Lake Burton.
Contacts	Chris Nagel (vx11ram@gmail.com) Ken Austin (f33driver@gmail.com)

Northeast

Lockhaven PA (KLHV)	Visit the Piper Aviation Museum. (Closed through 3/31)
Lancaster PA Airport (KLNS)	There's a nice Italian restaurant (Fiorentino's) on the field, Sensenich propellers, a great Avionics shop and Pilot shop.
Ocean City New Jersey (N26)	Has a diner on the field with the beach a 5 block walk. The middle of the Boardwalk is about a mile up the beach.
Millville (KMIV)	Was an Army Air Corps WWII training base. The restaurant was the Guard Shack. The museum is the old Headquarters building.
Provincetown MA (KPVC)	Provincetown Municipal Airport. It is at the tip of Cape Cod. The airport is about 2 miles out of the downtown. My recollection is there is a very frequent shuttle.
Wildwood/Cape May (KWWD)	Was a WWII Navy training base. The big hangar is a museum dedicated their history, and aviation. There is a diner on the field.
Delaware Coastal (KGED)	Formerly Georgetown, in Delaware. Nice restaurant on the field, and the B25 Panchito calls this home. May be lucky enough to see the Mitchell bomber.
Frederick, MD (KFDK)	the home of AOPA, has a nice on-field restaurant as well
Contacts	Denise Kenna (dmkenna@comcast.net) Mo Nazeeri (nazeeri@aol.com)

Everyone – talking to you, too, Right Front Seaters – everyone can get involved. Are you thinking about a great little FI/FO and having another plane or two (or more) sharing the fun? Call your chapter contact! These are meant to be informal, easy, and everyone is welcomed. Get involved! FPA will help publicize it.

THE ANNUAL MEETING IS BACK ON!

Well, the 2020 Annual meeting was awesome—at least in my mind! With the topsy-turvy world that last year was, unfortunately, we did not get our chance to explore, learn, and commune. That is about to change.

Your FPA Board has been watching the tea leaves closely, and just decided that we will re-set and re-group to offer our annual meeting again shortly. As the vaccine for Covid-19 is rolling out, the country is slowly reopening, but not in time for our usual summer program. Instead, as you may have already read, the FPA Annual Meeting will be held in Richmond, VA, from October 17-22, 2021. Mark your calendars!

As the Annual Meeting Program Chair, I am currently reaching out to our originally planned speakers from the 2020 meeting to see if they are willing to step up again, and initial responses are positive. We will plan to incorporate social-distancing and the use of face masks as appropriate for the duration of the meeting. To the extent possible, we will be featuring a program content like that offered last year as outlined in the Volume 62, Issue 2, 2019 Flying Physician Magazine. An updated program will be in the upcoming issue of the Flying Physician Magazine. Everything is “in progress”, and I look forward to having it ready.

Ted and Ana Stransky are coordinating with the FPA Headquarters, checking on social activities during that time—a moving target thus far—and will lock in activities and tours over the next several months. Be sure to read their article for more detail on their work.

A survey of FPA members indicated that a main goal of the meeting is just getting everyone back together! Our family has been apart too long, so this year might include more “dining in and catching up” activities than in years past. We will see...

I look forward to seeing all of you soon! Get your aircraft dusted off, tuned up, and flying skills honed!

Doug Johnson, MD

Program Chairman, FPA National Meeting 2020-2021



I AM A FLYING PHYSICIAN ASSOCIATION MEMBER OR RIGHT FRONT SEATER AND I WANT TO

As you see when reading this BULLETIN, there are many people working on FPA projects and meetings, even during the pandemic! These physician-pilots and Right Front Seaters like being involved, and they enjoy working on projects or activities with other members. It's fun to use their special interests, talents or skills to help the organization keep growing and changing.

Are you interested? Waiting on an invitation? Consider this your gold-engraved invitation to step up and get more involved.

CHAPTERS

FPA Chapters are defined by their area of the country. This year the FPA leadership and Board are challenging chapters to "do more".

Do you have a favorite regional destination that you want to share with other pilot physicians and their families? A state park or a campground at a lovely site, a local attraction or an airport breakfast that is always an experience? How about helping plan a 1-day fly-in, fly-out? It doesn't need to be a big group! Just a few FPA planes, like-minded people gathering and sharing time together. Families and members from other chapters are always welcome to join you – the focus is to fly, discover a place together and get to know each other even better.

Have ideas for your chapter and/or fly-outs? Get in touch with one of the volunteer leaders in your chapter today. The people to call are

COMMITTEES

Committees are the special groups on a national level that "do the work". This year, as the pandemic caused lock-downs and sheltering in place, FPA members gathered online and used Zoom and email to collaborate. An online "Committee Volunteer Preference" survey will be sent to members later seeking volunteers to serve based on interests.

Visit the FPA web site (www.fpadrs.org) to see the updating and ideas from the Technology and Social Media Committee! They worked together finalizing the updated FPA logo and creating a more user-friendly website with the designer. This group is actively seeking members and Right Front Seaters interested in the social media (FaceBook, Instagram, etc) and website design to get involved with them.

External Affairs Committee identifies potential speakers in allied associations and collaborates with the Annual Meeting Program Chair to broaden the aviation exposure for FPA members. This committee also works to ensure an FPA presence at events such as AsMA and EAA Airventure.

FPA is a 501 (C)(3) non-profit organization. The committee most involved in promoting and organizing is the Samaritan Committee. This mission qualifies the FPA for that tax-exempt status through the commitment and work of its members, using their medical training and their planes in humanitarian and service projects. FPA members are active in many patient transport services as well as first responders in times of disaster, animal rescue and environmental aerial work. Be part of the committee that helps organize, promote and fly in 'giving back' to the communities and country.

Enjoy work on scientific and aviation programs – even presenting to your peers? The Continuing Medical Education (CME) Committee is an important part of FPA's mission. This hard-working committee has at least one representative from each chapter. They are involved in not only chapter meetings but also in the national Annual Meeting. Some of the CME Committee serve on the Tabari Award selection. This award is presented at the Annual Meeting, recognizing and honoring the most outstanding scientific presentation by an FPA member.

Two committees appeal to organizational and numbers-oriented people. The Bylaws Committee oversees the foundation documents and guiding principles of the organization. The committee's attention to details ensures the Bylaws are reviewed and updated regularly, guiding the governance and operation of FPA.

The FPA Treasurer heads the Finance Committee. Like Bylaws, it is a committee that works on details: investments, allocation of funds and budgets. FPA uses QuickBooks.

The Publications Committee appeals to FPA members and Right Front Seaters who enjoy medical, scientific and aviation writing and editing, both online and in print. There are opportunities for columns if you enjoy having your own space. Bring your story-telling and writing talents and consider volunteering on the Publications Committee.

The Human Factors and Safety Education Committee goes to the heart of both flying and medicine. The work is never done! At least one representative from each chapter as well as interested members work together to continuously identify needs in medicine and general aviation that are critical for to the successful practice of a physician and of a pilot. "Safety First" is written for the FPA publications as well as presentations at chapter and national meetings.

Do you enjoy meeting new people and introducing them to an activity or organization you value? The FPA Membership Committee interfaces with many other groups like AsMA, AOPA, etc. and also within FPA on technology, publications, tours, to name a few. Membership is the Jack-of-all-trades in committees!

As the chapters become more involved in identifying informal 1-day regional Fly In/Fly Out destinations, the Tours Committee and its members can be an effective catalyst in helping coordinate and promote these activities. It's the committee for the "Have Plane, Will Travel" physician-pilot.

Long-time, established and active members are needed on the Awards Committee. Your FPA experience, work with new and old members, and knowledge of the FPA projects are assets that this committee needs and values.

The Committee Volunteer Preference survey will be sent to all members electronically. Please consider volunteering and putting your talents and special skills to work! We need you.

Membership

Gareth A. Eberle, Chair

FPA GOVERNANCE

2020-21 Board of Directors and Committee Chairs

OFFICERS 2020-21

(to May 31, 2022)

PRESIDENT and BOARD CHAIR
IMMEDIATE PAST PRESIDENT
PRESIDENT-ELECT
SECRETARY
TREASURER

John R. Mulvey, MD
Theodore J. Stransky, MD
Vincent B. Ostrowski, MD
George L. Cowan, MD
Joseph R. "Randy" Edwards

Elkton, MD
Newburgh, IN
Indianapolis, IN
Scranton, SC
Las Vegas, NV

BOARD OF DIRECTORS VICE-PRESIDENTS

(1-year terms)

Dixie Chapter Vice-President
Great Lakes Chapter Vice-President
Northeast Chapter Vice-President
Southwest Chapter Vice-President
Western Chapter Vice-President

Christopher C. Nagle, MD
Bruce A. Kaufman, MD
Denise M. Kenna, MD
James R. Elliott, MD, MPH
TBA

Warrenton, VA
Milwaukee, WI
York, PA
Denton, TX

BOARD OF DIRECTORS ELECTED REPRESENTATIVES

(3-year terms)

Dixie Chapter Representative

Great Lakes Chapter Representative

Northeast Chapter Representative
Southwest Chapter Representative
Western Chapter Representative

W. Kenneth Austin, MD (2024)
Frank W. Browning, MD (2022)
Mark J. Ptacek, MD (2024)
James Van Hook, MD (2022)
Musaddiq N. "Mo" Nazeeri (2021)
John D. Davis, MD (2021)
Peter T. Bartlett, MD (2021)

Jasper, GA
Port Orange, FL
Spearfish, SD
Toledo, OH
Lebanon, PA
Hunt, TX
Fresno, CA

COMMITTEE CHAIRS (invited/appointed by President)

Awards Committee **Roger B. Hallgren, Chair**
Bylaws Committee **Albert B. Briccetti, Chair**
CME Committee **Richard W. Sloan, Chair**
Executive Committee **John R. Mulvey, Chair**
External Relations **Felix R. Tormes, Chair**
Finance Committee **J. Randall Edwards, Chair**
Human Factors/Safety **James R. Elliott, Chair**

Membership
Nominating
Publications
Right Front Seaters
Samaritan
Technol/Social Media
Tour Committee

Gareth A. Eberle, Chair
Mark C. Eidson, Chair
Mark C. Thoman, Chair
Cindy Mulvey, Chair
John E. Freitas, Chair
Sarah Eidson, Chair
Bernard A. Heckman, Chair





FPA AWARDS NOMINATION FORM

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

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
 2019 George W. Shehl, 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
 2019 Susan B. Shehl

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. DeGroff
 (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 Doblin
 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
 2020 Mr. Nathan Harvey Hooker
 Mrs. Alice Henderson-Hooker
 (FPA Staff)