

The  
*Flying* Physician

Volume 64, Issue 1

The Magazine of  
Physician Pilots Since 1957

**2021 ANNUAL MEETING  
RICHMOND, VA  
OCTOBER 17-22, 2021**

**ANNUAL MEETING  
REGISTRATION** PAGE 35

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TOURS** PAGE 37



# GOVERNANCE

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(to May 31, 2022)

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*Are you a physician and a pilot?  
Or a physician interested in aviation?  
Flying Physicians Association is the association for you.*

# Faces of FPA

Flying Physicians Association – Who are we? FPA is a dedicated and enthusiastic medical society comprised of physicians, MD or DO. We are also pilots. FPA members are actively involved in promoting aviation safety, supporting youth programs to expose more young people to the wonders of science and aviation, mission and humanitarian work at home and abroad and providing top quality continuing medical education for physician pilots.

Continuing education in aviation safety and in medical practice are top priorities, and CME credits are provided at both chapter and national meetings. Visit the FPA web site, [www.FPADRS.org](http://www.FPADRS.org), to see the latest listing of meetings and courses designed for the adventurous physician pilot wanting to combine these two passions.

Five FPA chapters meet regionally in aviation-friendly destinations throughout the year, encouraging family participation and involvement.

The national FPA Annual Meeting is generally held in summer months and features outstanding aviation speakers as well as medical experts in identified areas. The re-scheduled 2021 FPA Annual Meeting begins with a welcoming reception on Sunday, October 17 with scientific and aviation sessions held beginning Monday. Douglas Johnson, MD, directs the medical education schedule that will include FPA members. These specialized presentations, targeted to the needs of the FPA membership, address a range of topics throughout the four days. Topics are relevant to medical practices and pilot-physicians involved in volunteer work. The meeting schedule of speakers and CME activity goals/learning objectives are available online ([www.fpadrs.org](http://www.fpadrs.org)) and in this issue of The Flying Physician magazine.

As lifelong learners, physician members attending FPA meetings combine their passion for medicine with a passion for flying. Leaders in their communities and in their work on disaster relief teams and service missions – FPA members make a difference.

If you are interested in becoming a member of this dynamic group, contact the Flying Physicians Association Headquarters office in Montgomery, Texas, by phone 936-588-6505 or e-mail [info@FPADRS.org](mailto:info@FPADRS.org) A member will contact you to discuss joining.



# The *Flying* Physician

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**2021 Annual Meeting  
Richmond, VA  
Oct. 17-22**



**FOR MEETINGS INFORMATION VISIT OUR WEB SITE AT  
[WWW.FPADRS.ORG](http://WWW.FPADRS.ORG)**



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

**Greetings to my fellow medical aviators!**

“Welcome to Oshkosh!” It’s been 6 years since I heard that delightful radio call from Fisk Approach; and I was delighted to hear it again this July. Yes, Virginia, things are lurching towards sort-of-normal, interrupted only by persisting vaccine resistance that we are now addressing one-patient-at-a-time in our medical practices. The Super Power of Family Practice is the long term relationship we have with our patients; and nothing makes me feel more privileged than a patient saying, “You’re the only one I will trust. Please tell me about this vaccine.” When I see them the next time and they have been vaccinated, I feel I have done the most important part of my work. But, enough of that.



Oshkosh was great this year, with a new approach procedure that made it much smoother. Instead of flying straight to Ripon, the new NOTAM called for starting at Endeavor Bridge, about 20 or 30 miles to the west, and following a path that curved slightly south to Ripon. With ADS-B transponders turned on this time, ATC was able to ride herd on this incoming line and send line cutters back to the beginning. I frequently heard, “Look, we can SEE you. . . N1234, go back to Endeavor bridge!”

While I was waiting to fly from Watertown, I was amazed at the high number of pilots who had NOT READ THE NOTAM!!! The usual explanation was along the lines of “I’ve been doing this for 30 years and it never changes . . .” “This is a good demonstration of how complacency creeps into OUR flying if we are not careful. I pulled up the NOTAM on my IPAD several times to walk pilots through the procedure and probably saved a few of them from being turned away.



This reminds me of one of the most valuable lessons I learned from my mentor in residency, Dr. Gregg Julin. He is now a cardiologist but, at the time of my residency, he was on the Internal Medicine staff at USAF Regional Hospital Eglin. I learned a lot from him, but the lesson I use every day that I learned from Dr. Julin is “Assume every doctor that saw the patient before you was an idiot.” It doesn’t mean they WERE an idiot, but that lesson has often prevented me participating in a long game of Whisper-Down-The-Lane.

I have often found errors in patient care because of this approach. A recent example occurred while I was moonlighting as a hospitalist during the last year. Mr. Smith was in the hospital with diabetic nephropathy on my weekend shift. Looking through the chart, I checked his Accu check sugars. They were ALL normal. Great! Looks like it is pretty well controlled. Let’s see what meds are being used to achieve this result. Hmm. None. Well, that’s strange.

I returned to Mr. Smith’s hospital room to ask about the diabetes. The patient, Mr. Smith SENIOR, shakes his head. He looks at his son, Mr. Smith JUNIOR, who then relates that HE is the one with diabetes, NOT his dad.

I called the nephrologist to let him know that Mr. Smith has some other nephropathy, as he does not have the courtesy to have Diabetes . . . Electronic records have made this considerably worse. Copy-Paste should be outlawed for that reason. If you copy-paste, please, at least read it and modify it appropriately. (And, Pilots, read the NOTAM.)

So, complacency set aside, we arrived, were safely ensconced in our campsite at Oshkosh and enjoyed a good five days during EAA AirVenture. We survived the first thunderstorm with little damage, however we chose to leave Wednesday

afternoon before the more serious expected thunderstorm arrived. I sought out the Mooney Caravan group while there and plan to fly with them in 2022. There were attempts at having lunches with some of our FPA friends but they just didn’t end up working out. Hopefully next time.

I’m looking forward to seeing all of you in Richmond; and thanks to Owen and Pat Brodie

who have offered to greet everyone at the airport! Please stay safe, keep the blue side up and join us in Richmond!

*John*

John R. Mulvey, MD, 2020-22 President  
Flying Physicians Association

And, oh, I learned later that the expected second thunderstorm missed Oshkosh. However, we had a nice overnight stay at the hotel in Findley and enjoyed a great dinner at Outback next to the hotel.



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

## FLYING, A FAMILY AFFAIR

Recently I decided to sort, organize, and digitize an almost 80-year collection of photographs taken from the mid-1940s to the present. I started taking pictures with a small Kodak Baby Brownie Camera using 127 black and white film photos in the mid-40s to a Nikon Coolpix P1000 I now use today. As I began converting these photos, I realized there was a plethora of aviation and aviation-family pictures in the mix. It also became apparent that my interest in aviation was influenced very early by members of my family



For example, as I've written about in previous editorials, my mother's youngest sister, Irene, was the first influence in sparking my interest in aviation. She was also one of the first and youngest females in Illinois to obtain a private pilot's license in the late 1930s. My first ride, *not flight*, in any plane was with Aunt Irene. My mom told her sister that I could ride in the J-3 Piper Club but, with me onboard, she could only taxi. (This picture appeared in the editorial mentioned above)

Following this life-changing non-flight experience, my life direction was altered permanently! I would coerce my cousins or neighborhood classmates to accompany me on the 10-minute, 4-cent streetcar rides to the beach to watch the planes fly over Lake Michigan. These would often be skywriting biplanes, usually advertising soft drinks such as Pepsi or Coke. There were also planes pulling banners supporting a local Chicago political candidate. While in grade school during WWII, I would lie on my back in our back yard looking skyward with fascination at the various War Birds that often flew over our apartment from a nearby Army Air Corps pilot training base.

In 1945 after WWII ended, our family moved from Chicago to Independence, Missouri, where it was years before we owned an automobile. So, my dad and I often walked the seven miles from our home to the small Independence Airport to watch the planes as they were serviced or taking off and landing on the short runway. It wasn't until many years later, following discharge from active duty in the late 1960s, I took advantage of the GI Bill for my commercial, instrument, multiengine, and CFI ratings.

Early in my flight training in the early 1970s, I would often schedule cross-country flights (175 miles) from Des Moines, IA, to the same Independence airfield I described earlier. This is a picture of my dad standing next to a (Cherokee 140) plane I rented to make a cross-country flight for my commercial license. Years later, when I flew him from Kansas City to DuPage Field outside of Chicago so my dad could attend his brother-in-law's funeral, he asked if I could teach him to "fly this thing."



In the mid-1970s, I completed my flight training and bought my first plane, a used Cherokee Arrow 4991S. Here are two pictures: the first is of my six kids taken around 1975,

standing next to the plane, and it is noteworthy that many of those little ones are now grandparents.\*

The story with 4991S later took a turn when I was returning to DSM with my youngest son. As I was descending into the pattern at DSM, he asked, "Dad, is the plane supposed to smoke like this?" A trail of smoke was coming from under the control panel. Since I was on a short final, I continued, landed, and within minutes of taxiing, the smoke fortunately abated.

I parked the plane at the FBO, instructed the service personnel to check the smoke origin, and repair it. I immediately began the search for a new plane, never flying 4991S again.

My next plane was a new 1977 Piper Arrow with a new gull-wing configuration. It was also the first year they offered a turbocharged PA-28-201.



I have described my first IFR flight in past writings with two of my youngest that almost ended in disaster. There was also a time I was taking these same two to Denver for a ski week in Aspen. Their classmates were scheduled to pick them up at the airport. As I approached Denver's Stapleton Airport, the tower cleared me to enter the pattern, and I began going through my landing checklist. Unfortunately, as I put the gear lever down, only two of the "greens" came on, indicating the nose wheel was still NOT extended. I recycled the gear several times but with the same result.

Though not declaring an emergency, I radioed the tower of my predicament. I was then instructed to fly over the tower

so they could inspect the undercarriage from their vantage point. As I did so, they reported that the nose wheel appeared to be down. Obviously they could not confirm if it was locked. Next, I was instructed to leave the pattern and reenter later, allowing time to prepare for my possible landing problem.

Since I had at least 3 hours of fuel onboard, I followed their instructions. While away from the field, I started procedures that I thought might dislodge the nosewheel, such as making steep dives followed by abruptly pulling up, hoping to release the nosewheel. After several unsuccessful attempts, I believed that I had a reasonable chance to make the landing with the two main wheels while holding back the yoke as long as possible, knowing that the nose wheel might or might not be able to handle the weight of the plane.

I was cleared to land and told the emergency vehicles would be following me on parallel taxiways. As I approached the runway threshold, I did a slow, just above stall speed as possible. I noted when just a few feet off the runway that, since it was late afternoon, I could see the shadow of my plane off the left wing. It appeared that all three landing gears were extended. I gingerly touched down, holding the nose wheel off the ground for several seconds. When the speed slowed, the nose wheel touched and held!



With a great sigh of relief, I taxied to the DEN FBO. As I was doing so, I contacted ground control, thanking them for their help. They responded,

assuring me they were relieved as well.

As we continued taxiing to the hanger, my 6-year-old daughter, excited to see the fire trucks driving alongside as we landed exclaimed, *“That was really fun, Dad. Can we do that again?”*

Quite often, our family would interact with other flying families. It just so happened that my AME, the same person who introduced me to the FPA in 1972, owned a Cherokee Six (see picture). From time to time, we would “trade planes for family trips.” I told him I wanted to take my family to Disneyworld in Orlando, so he agreed to let me use the Cherokee for that trip.

Flying from DSM (IA) to MCO (FL) took a full day for the 1100 air miles, requiring one fuel/rest stop on the way. We landed in Orlando, parked the plane, picked up our rental car, and drove to a hotel just off-site from Disneyworld. After four days, we returned to the airport in the early morning to have plenty of time to make the flight home. Since it was marginal weather, I filed IFR from MCO to my intended fuel stop in Birmingham or BMH.



About two hours into the flight, the natives were getting restless, which included kicking the back of my seat, accompanied

by progressively increasing decibel levels. After another 30 minutes, I decided an earlier rest/fuel stop might be in order, but I thought I'd try just one more thing before making an early landing. I radioed ATC requesting a higher altitude, and an additional 2000 feet was granted. Within minutes of leveling off at this new altitude, the urchins seemed to settle down, and we continued to BMH. (Years later, during one of my FAA AME seminar lectures, I was asked by one of my students whether that could be considered child abuse. I responded that if that was their claim, I could just as quickly report elder abuse!)

Another example of family benefiting from personal air travel occurred when my sisters' three children needed to be cared for by their grandparents. Their mother was admitted for an extended stay in intensive care at a Chicago medical center. The children were in grade and junior high school at the time, and I was meeting them at DuPage County IL airport. We were then flying to Kansas City, where my parents were picking them up. I would continue, flying home to Des Moines.

This was a particularly memorable flight since it was a night IFR flight. As we skimmed the top of the clouds, we developed a very noticeable green coating on the leading edge of the wings and around several objects in the cockpit. This was my first encounter with static discharge giving a luminous glow that persisted for almost an hour. It made such an impression on my young passengers that decades later, they still talk about it as if it just happened.

I flew the Piper Arrow until 2005 when we decided to move from Iowa to the Seattle area, at which time I sold the plane.



Around 2010 I considered getting a third-class FAA Px, getting current, and possibly purchasing another plane. However, for medical reasons, those considerations were placed on an indefinite hold. That was over ten years ago, and though I continue to be involved in aviation, it was not to the extent of renewing my license.

However, I must admit, now that I'm in my mid-eighties, I still consider it from time to time!

*\*POST SCRIPT: See the latest 2021 photo of the six 'urchins' at the birthday celebration of the youngest. The good news is that the youngest girl who loved the following fire trucks is now a pilot and a lawyer in Seattle. "All is well that ends well".*



Thoman 'little kids' 2021 with Mark (rear, second left) and Theresa (front left standing)

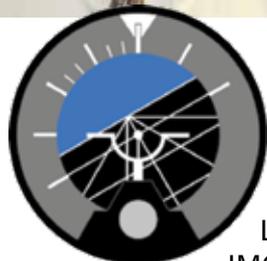
# SAFETYFIRST!

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

.....  
*Dr. James R. Elliott, Chair  
2021-2022 Human Factors and  
Safety Education Committee*



## Watch Your Attitude!



The Cessna 525C Citation departed Cleveland Burke Lakefront Airport (KBKL) into night IMC over Lake Erie. With an initial climb out of 6000 fpm, the aircraft passed through the assigned altitude of 2000 feet. An altitude alert sounded both before and after passing the assigned altitude. The aircraft continued through the assigned heading, then entered a 62 degree bank with 15 degrees nose down pitch. The EGPWS provided 7 “pull up” alerts prior to the aircraft impacting the water at 300 knots in a 6000 fpm descent rate. All six people aboard the aircraft were killed. There was no evidence of aircraft malfunction or pilot incapacitation. The pilot maintained contact with air traffic control and was heard on the cockpit voice recorder. The aircraft accident investigation determined that the pilot had been trained to engage the autopilot after take-off and this was his normal habit. However, he apparently did not confirm the status of the autopilot nor maintain an instrument cross check adequate to determine that the autopilot was not engaged and prevent loss of control.

Loss of control in flight is the number one cause of fatal general aviation mishaps. On average, a fatal GA accident from loss of control occurs every four days. The FAA defines loss of control as an “Unintended departure from controlled flight.” This often results in an unusual aircraft attitude which is defined as an untended pitch more than 25 degrees up or 10 degrees down, a bank angle of more than 45 degrees, or an inappropriate airspeed.

Unusual attitudes may be caused by environmental, mechanical, or human factors. Turbulence from weather, mountain wave, wind shear, or aircraft wake turbulence

may upset the aircraft resulting in an unusual attitude. Icing can increase stall speed or limit control function.

Mechanical factors include failure of flight controls, instruments, autopilot, engine, or aircraft trim. Out of limit weight and balance can cause an unusual attitude or complicate recovery.

Human causes include spatial disorientation, distraction, task saturation, inexperience, over reliance or failure to monitor automated systems, or inadvertent flight into instrument meteorological conditions.

Immediate recognition is the key to survival. Unusual attitudes are typically unintended and unexpected. This can result in delayed recognition and initiation of recovery. An unusual attitude can quickly deteriorate into a stall or spin, or result in over-speeding or over-Ging the aircraft. In day, VMC conditions, you have the outside visual cues to verify spatial orientation. At night or in IMC, if the aircraft instruments show you are in an unusual attitude, assume you are and immediately initiate recovery.

First, rapidly scan the attitude indicator, altimeter, vertical speed indicator, and airspeed indicator to determine the nature of the unusual attitude. In a nose high unusual attitude the attitude indicator will indicate the nose above the horizon, the altimeter, and vertical speed indicators will indicate a climb, and the airspeed indicator will show the airspeed is decreasing. In a nose low unusual attitude, the attitude indicator will indicate the nose below the horizon, the altimeter and VSI will indicate a descent, and the airspeed will be increasing.

Use these same four instruments, plus the turn-and-slip indicator to recover from an unusual attitude and return to straight and level flight. Trust the instruments and make them read right. While the steps are performed nearly simultaneously, the order is different depending on whether you are in a nose high or nose low unusual attitude.

*Human causes include spatial disorientation, distraction, task saturation, inexperience, over reliance or failure to monitor automated systems, or inadvertent flight into instrument meteorological conditions.*

In a nose high unusual attitude, your primary objective is to prevent a stall or spin.

- 1-Apply full throttle
- 2-Lower the nose to the horizon
- 3-Level the wings
- 4-Use the rudder to return to coordinated flight

In a nose low unusual attitude your objective is to avoid impacting the ground while not over-speeding or over-Ging the aircraft.

- 1-Pull the throttle to idle
- 2-Level the wings with coordinated rudder
- 3-Raise the nose to the horizon
- 4-Adjust power as necessary to maintain level flight

Once you have recovered from the unusual attitude and can maintain straight and level flight, then return to you assigned altitude, heading, and airspeed.

Like most aircraft emergencies, prevention of unusual attitudes is the best cure. Limit distractions by organizing your checklist, charts, flight log, spare

glasses, food and beverages, and other items before the flight so you don't have to search for them. Program your flight management system before the flight as well. Don't become distracted by minor emergencies, navigation, or communication tasks. Remember, your first priority is always to fly the aircraft.

Properly trim the aircraft so it maintains stable flight if you are distracted. Maintain an adequate instrument cross check to identify any changes before they result in an unusual attitude. Trust, but verify automated systems such as the autopilot and GPS.

Because unusual attitudes often occur without warning, we have to constantly be alert for them and be ready to recover.

Practice, practice, practice. Practice stall recoveries. Practice unusual attitude recognition and recovery in the aircraft, simulator, or when chair flying. Practice secondary instrument procedures and flying with a partial panel. These will ensure you have the flying skills necessary to recognize and recover from an unusual attitude.



## SEPTEMBER 2021

# *Check List*

- Confirm Registration for 2021 Annual Meeting. (see page 35)
- Confirm Annual Meeting Tour Reservations before 9/15. (see page 37)
- Travel dates blocked. (Meeting 10/17-22, Richmond VA)
- Air reservations/FBO information in travel folder.
- Omni Richmond Hotel confirmation in travel folder. (see page 15)
- Block 2022 Annual Meeting dates on personal/work calendars.
- Pack hand sanitizer and extra masks in trip bag.

# Remembrance

By Bruce Landsberg, FPA Honorary Member

Last month, I was reminded of the passing of a few FPA members lost to our favorite activity, flying. Here are two events and some colleagues to remember.

## Wyoming Mid-Air

In August 2008, Drs. Ralph Otto and Mike Downey flying a Cirrus SR 22 collided with a Cessna 172 flown by a solo student pilot near Rock Springs Wyoming. Mid-air collisions are thankfully becoming less common because of greatly improved avionics and the ADS-B system. The Cirrus was equipped with a traffic alert system but for reasons unknown it didn't prevent the crash. The probable cause noted that both pilots failed to see and avoid. But to avoid we have to see first and it's less effective than many proponents suggest. In recent events, NTSB has begun to recognize that.

The dynamics of collision detection conflict with human eye physiology and computation processes. The nasty reality is that converging targets do not appear to move until they blossom in the last few seconds when it's too late to avoid. And truthfully, most of us just aren't that diligent looking outside. "Big Sky, Little Airplane" works extremely well until it doesn't for the unlucky few. There are some strategies but it requires situational awareness.

## Mobile Disorientation

In February 2016, Dr. David Mauritsen, a CFII, and an instrument student on a compassion flight crashed after a long day during a missed approach in very low instrument weather. The probable cause was spatial disorientation. The crash occurred after diversion to an unsuitable alternate which was only 10 miles away, where the weather was as bad as the destination. Fatigue may also have played a significant role.

The events are described as "crashes" vs "accidents." Since coming to the NTSB my vocabulary has been refined, if that's possible. An accident is an unexpected



and completely unforecast event. A crash occurs when we can figure out what happened, have a good idea as to why it happened, and already know how it can be prevented. The vast majority of what the NTSB investigates in all modes of transportation are crashes.

## Some Psychology

How do we explain the loss of experienced and diligent pilots, colleagues and friends, that we knew were capable? Again, my education continues: Optimism Bias says it won't happen to me and this plays in all modes of transportation. We'd never start a journey if there was a real probability of a tragic outcome.

Continuation Bias means that humans like to finish what we start. Many of us think it's a weakness when a trip to the original destination, on schedule, isn't completed.

The last item in this psychological human factors potpourri is Attribution Error. If something bad happens to me, it was unavoidable but if you made a mistake, you're a dummy and it's obvious that it could have been avoided.

*(Confession: I had a recent trip where optimism, continuation bias and fatigue were all at play in an area of convective weather. After weighing risk vs. reward, discretion seemed the better part of valor so everyone else was deprived, this time, from exercising attribution error! And, I got to spend the night in a Tennessee town that isn't a typical destination but a wonderful snapshot of small town Americana in the middle of the last century.)*

## In Memory

Anyone who's lost a family member or a friend may relate to this. Here are my personal reflections on grieving, but each personality and relationship is different so your reaction may vary. There's shock and numbness, sometimes anger, always sorrow and perhaps questioning the circumstances.

Then reality sets in and we start coming to grips with the fact that our last interaction was the last interaction.

Had we known, what might we have done differently? The movie *Back to the Future* comes to mind, where any change will have a downstream impact on the Time-Space Continuum. Was there anything we could have said or done? Not so in our world – yet. The final bell has rung.

In the loss of our friends and colleagues cited above, the crashes were nothing new.

*"How do we explain the loss of experienced and diligent pilots, colleagues and friends, that we knew were capable?"*

*Bittersweet memories and  
human factors reality.*

Anyone who has flown for awhile knows someone who's transitioned into eternity too early. The same can be said for the highways where annual crash fatalities are about 100 times what they are in light general aviation.

Human rationalization skills abound but if we can learn from these tragedies, perhaps that last link in the crash chain doesn't have to snap into place. This is a journey – never a destination and each flight has to be continuously assessed for potential problems, especially once the go decision is made. "Go" vs. Continue is much the harder choice than No-Go. Natural tendencies can be overcome by exercising some imagination on what the headlines would look like and what your family would go through if the dominoes didn't fall the right way. Never did like thinking about my life as being dependent on a small block of wood!

There are no guarantees and life isn't always fair. But without some managed risk, life is likely to be a bit too mundane for many of us. Aviation, the friends, the machines, the beauty, and the challenge of flight are intoxicants. Alternatively, let's honor the memory of those who went before, by not following in their footsteps and remember how much we miss them instead.

*Some of us are ground crew...  
dreaming dreams, letting go,  
watching the upward flight. Others  
of us are bound for the sky and  
the far edges of things...and they  
fly. We to stay and die in our beds.  
They to go and to die howsoever,  
inspiring those who come after  
them to come to their own edge.  
And fly.*

**Excerpt from Robert Fulghum's, All  
I Really Need to Know I Learned in  
Kindergarten**

## *Update:* Huntsville Alabama – Postponed NASA Tour



*The space shuttle Enterprise arrives at Marshall Space Flight Center for the first test of all shuttle components together in 1978. Marshall served as the base and testing location for the Saturn rockets that fueled the Apollo missions, as well. Now, the center is responsible for the new Artemis mission's Space Launch System that will take astronauts back to the moon. (Photo Courtesy NASA)*

When will NASA resume group tours of the Marshall Space Flight Center?

NASA's Marshall Space Flight Center is situated on the U.S. Army's Redstone Arsenal in Huntsville, Ala. While visits to Marshall by the general public are not currently available, visitors are welcomed at the U.S. Space & Rocket Center, which serves as Marshall's Visitor Information Center.

Dixie President Chris Nagel and the FPA Headquarters continue to monitor and stay informed about the decisions by NASA and the staff on site in Huntsville. Once tours are available, FPA plans to book a fall or spring regional meeting, complete with a CME program and group tour options for FPA members and their family/guests.

There are plans to resume tours of Redstone Arsenal that were popular before COVID but they prefer all NASA personnel to be back onsite when they do that.

Huntsville Business Journal reported from Dr. Kimberly Robinson, the new executive director and CEO of The U.S. Space & Rocket Center and Space Camp, "Most of our stops on the tour have places where you can see personnel at work, and it's just not as nice to see the empty spaces," Robinson said. "But I believe we have an MOU (Memorandum of Understanding) already been signed by NASA, and I believe by the garrison, if not yet signed, close to being signed, and then it will come to us."

Like NASA, the planners in FPA continue to monitor reports of SARS-CoV-2 (Covid-19) in Alabama and the Huntsville area and will re-schedule the U.S. Space & Rocket Center meeting and visit at the earliest possible time. .

# News from Members

## July 26-August 1 EAA AirVenture in Oshkosh WI



*New member, Dr. Tom Hurwitz from Minnesota (left), is pictured with Ana and Ted Stransky (center and right). Dr. Hurwitz was scientific program presenter during the 2016 FPA Annual Meeting in Minneapolis, Minnesota. At that meeting he was encouraged by members like Dr. Stransky to take up flying again. Hurwitz had earned his pilot's license in prior years and his interest was rekindled at the 2016 meeting. He has begun flying again and is currently working on his commercial rating!*

*Tuesday Lunch Group: Seated L-R: Mike Smith, John Freitas, Bruce Kaufman; Standing L-R: Ted Stransky, Lloyd Suter, Jeff Justis, Maureen Suter, Dave Speranza. Not shown: Ana Stransky, Dr. Justis' son & granddaughter.*





**Great Lakes One-Day Fly-In at the Kalamazoo MI Air Zoo**

**Owen Brodie loading recycling donations for delivery to the local Children's Museum in Richmond VA**



**Linda Goldberg with her granddaughter, Leah, in Scotland (returning end of September)**

# News from Members

## August 7 Fly-In Round Rock TX Dell Diamond Minor League Ballgame



# 2021 FPA 66TH ANNUAL MEETING

## OMNI RICHMOND (VA) HOTEL

October 17 – 22, 2021



*Book your hotel guestroom early to guarantee your room of choice on the dates you prefer. 800.843.6664. Be sure to mention Flying Physicians when booking.*

**Book ONLINE:** <https://www.omnihotels.com/hotels/richmond/meetings/flying-physicians-ric-10162021>

### **RICHMOND “Give me liberty or give me death.”**

The Richmond region has always had compelling history, for especially the last 400 years. Its description for many years has been the Capital of the South. Richmond, the capital of Virginia, is among America’s oldest major cities.

Patrick Henry, a U.S. Founding Father, famously declared “Give me liberty or give me death” at its St. John’s Church in 1775, leading to the Revolutionary War. The White House of the Confederacy, home of Confederate President Jefferson Davis during the Civil War, is now a museum in Court End, a neighborhood known for Federal-style mansions.

Find out why Richmond, Virginia, is a Travel & Leisure Top Destination and National Geographic deemed it “the place to travel for food”. L’Opossum, named “The South’s Best Restaurant” is a paper lantern-lit domain of chef David Shannon with a cheeky approach to formal classics (menu items include “An Ebullient Bowl of Bouillabaisse” and “C’mon Simone, Let’s Talk About Your Big Halibut”). It earned them James Beard Award-semifinalist status.

Richmond boasts more than 30 craft breweries, some of the best restaurants in the country, homegrown startups,

murals and street art. They also have the only class III & IV urban rapids in the entire country. You can swim in the mighty James River, a quick walk from the host hotel.

### **ABOUT THE HOTEL**

Omni Richmond  
100 S 12th St, Richmond, VA 23219  
1-800-THE-OMNI  
Reservations by Phone: (1-800-843-6664)





Steps away from the Virginia Governor’s Mansion and the Virginia Civil Rights Memorial, this Trip Advisor 4-star rated hotel is also convenient to Virginia Commonwealth University. A favorable downtown location in the beautiful financial district is adjacent to Richmond’s historic area, Shockoe Slip. Over thirty restaurants, cafés, pubs, many historical sites and a wide variety of shopping are all easy walking distance just outside the Omni front door on beautiful cobblestone, gas lamp lit streets.

Restaurant pricing for those choices within walking distance range from fast food to fine dining and everything in between, ensuring variety to meet every budget and taste. This quaint and safe area offers the best that Richmond has to offer to enjoy the evening free times.



The Omni Richmond Hotel is 8 miles (15 minutes) from Richmond International Airport.

Guest Room rate: \$159 per night

Guests can enjoy the hotel’s new fitness center with a full array of amenities and equipment, available 24 hours. There is also a spacious indoor pool with a sundeck, located on the 3rd floor. Enjoy year round swimming and sun on the deck with views of the Richmond skyline.



# 2021 Annual Meeting *Schedule-at-a-Glance*

**President: John Mulvey, MD      RFS Chair: Cindy Mulvey**

**Scientific/Aviation Program Chair: Douglas W. Johnson, MD**

**Social/Optional Tours: Immediate Past-president Ted Stransky & RFS Ana Stransky**

## SUNDAY, October 17, 2021

**NOTE: No Board of Directors, scientific or aviation sessions are scheduled on Sunday. The Board of Directors will be held in advance via ZOOM.**

All Day arrivals	Chesterfield Executive Trevor Heath 804.271.7793 theath@dominion.com	KFCI
6:30 pm	Welcome Reception Oktoberfest	Omni Richmond Hotel

## MONDAY, October 18, 2021

6:30 am	Nominating Committee Meeting (closed)	James River D
7:00 – 8:30 am	Registered Attendee Breakfast	James River A-B
7:45 am	Welcome and Announcements	James River C
<b>8:00 am – 1:45 pm</b>	<b>SESSION ONE</b>	

8:45 am	RFS Introduction Session Ana Stransky, Hotel Concierge, Visit Richmond	James River D
10:00 am	RFS Tai Chi	James River D

11:00 am	Group Lunch with Rachel Fischer	
2:10 pm	Optional Tour Richmond City	Board Motorcoach Omni Street Entrance

## TUESDAY, October 19, 2021

7:00 – 8:30 am	Registered Attendee Breakfast	James River A-B
7:45 a. m.	Announcements	James River C
<b>8:00 a.m. – 12:15 p.m.</b>	<b>SESSION TWO</b>	
8:00 am – 5:00 pm	RFS Gathering Place	James River D
12:15 pm	Optional Tour Historic St. Johns Church 1775 Virginia Convention	Board Shuttle Omni Street Entrance
6:00 pm	Mike Busch-“Stump the IA”	James River D



**WEDNESDAY, October 20, 2021**

7:00 – 8:30 am	Registered Attendee Breakfast	James River A-B
7:45 a. m.	Announcements	James River C
<b>8:00 a.m. – 12:15 p.m.</b>	<b>SESSION THREE</b>	
8:00 am – 5:00 pm	RFS Gathering Place	James River D

**THURSDAY, October 21, 2021**

7:00 – 8:30 am	Registered Attendee Breakfast	James River A-B
8:00 am – 2:00 pm	RFS Gathering Place	James River D
8:00 am	Announcements	James River C
<b>8:00 am. – 12:15 pm</b>	<b>SESSION FOUR</b>	
12:20 pm	FPA Annual Business Meeting	James River D
1:30 pm	Optional Tour White House of the Confederacy and Historic Tredegar Iron Works	Board First Shuttle Omni Street Entrance
6:30 pm	Cocktails	James River Foyer
7:15 pm	Awards Celebration Dinner	James River A-B-C

**INVITED GUEST SPEAKER:** Jessica Cox, the first and only armless person FAA certified to fly an airplane and first black-belt in American taekwondo, author, international humanitarian, motivational speaker, rights activist for persons with disabilities, mentor, and subject of the Emmy Award-winning documentary titled "Right-Footed".

**FRIDAY, October 22, 2021**

All Day Departures

**SPECIAL NOTE:** FPA will hold the 2021 Annual Meeting in compliance with local, county, and state regulations regarding the COVID pandemic. All registrants, including RFS, are expected to be fully vaccinated.

**Outside tours and special events:** Registration for outside tours and special events are separate from the meeting registration. Richmond, Virginia, offers a wide variety of historical and cultural sites, recreational opportunities and dining choices.

**Subject to Change:** The schedule is presented as known at the time of printing (early September 2021) and is subject to change and revision. The Planners request your understanding as they work with contacts in Richmond to finalize details for a meeting marked with excellent Continuing Medical Education and Aviation Sessions, increased opportunities for gatherings and sharing, and opportunities to explore and enjoy one of the most attractive and inviting historical cities in the USA.

# 66th Annual Meeting

## Optional Tours and Activities

### MONDAY, October 18, 2021

Richmond Past and Present: Changing a Nation  
2:15 pm Board Transportation  
\$38.75 per person Limited seating.

Richmond, Virginia, is a city whose citizens have shaped the United States from its early days to the present. Meet "RVA," as it's affectionately known by locals, with the experienced knowledgeable guide in a traveling overview and introduction to this vibrant city. Reserve early.

### TUESDAY, October 19, 2021

Historic St. John's Church  
Second VA Convention Re-enactment  
Guided Graveyard Tour  
12:15 pm First Shuttle departure  
\$86.50 per person

Private FPA event. Historic St. John's Church is the ultimate destination for visitors and residents alike. The private shuttle service starts at 12:15 pm. Begin with lunch in the Parish Hall before gathering in the sanctuary for the re-enactment of the event that changed the history of America.

As tensions grew between the colonies and Great Britain in the 1770s, Virginia held a series of meetings to organize its protests against the mother country.

In March of 1775, the Second Virginia Convention was held. Patrick Henry, George Washington, Thomas Jefferson, Peyton Randolph and other prominent Virginians were delegates to the convention. Here, Patrick Henry embodied the spirit of the Revolution on March 23, 1775. Professional actors in 1770s attire portray ten delegates, including Patrick Henry, Thomas Jefferson, and George Washington as they engage in the debates and arguments of the Second Virginia Convention, leading up to Patrick Henry's immortal "Give me Liberty or Give me Death!" speech.

St. John's Church in Richmond, Virginia, is one of America's most important historic sites, where these delegates -- swayed by Patrick Henry's powerful argument -- made a decision that changed the course of American history. Indeed, it was at St. John's that the American Revolution found its voice -- a voice that reverberates to this day.

### GRAVEYARD TOUR

As the first public cemetery in Richmond, the inhabitants represent a core of early settlers to the colony of Virginia and the first citizens of a new country. Many were born in England, Scotland, and Ireland; France and Spain are also represented. Heroes of the American Revolution and the War of 1812 rest in the St. John's Church Cemetery as do a great many children and infants. Some have incredible biographies; some will be unknown forever. Together they are part of the story of early Virginia, Richmond, and the nation, and their stories-- be they celebrated or long forgotten-- flesh out the story of life (and death) in the late eighteenth and early nineteenth centuries.



### THURSDAY, October 21, 2021

Historic Tredegar & White House of the Confederacy  
1:15 pm First shuttle boards  
\$48 per person

Built in 1818, the White House of the Confederacy, a National Historic Landmark, served as the executive mansion and home for Confederate President Jefferson Davis, and his family from 1861 - 1865. Owned and operated by the American Civil War Museum, guided tours explore the lives and activities of those who lived and worked there.

Founded in 1837, Tredegar Ironworks was one of the country's largest industrial sites before the Civil War and the largest in the Confederacy, supplying about half of the artillery for the Confederate Army. Located in downtown Richmond along the James River, the Historic Tredegar site is home to an award-winning 30,000 sq. ft. Museum surrounding the industrial ruins of Tredegar Ironworks. The building contains two galleries for exhibits (one permanent, two rotating) and has over 500 artifacts on display.

Docents and guides will provide information and insights to the FPA small group tours.



# 2021 FPA ANNUAL MEETING

## *The Planners*



### **JOHN R. MULVEY, MD, FAAFP, BRIG GEN (RET), FPA PRESIDENT 2020-2022**

John R. Mulvey was born in Philadelphia and raised in Fort Washington, PA, the oldest of three brothers. His father, Jack Mulvey, was a dentist and supported John's keen interest in medicine at an early age. John grew up in the Boy Scouts, learning a lot from them especially after his father's untimely death at 44 when John was 13.

Graduating Cum Laude from Ursinus College with a BS in Biology and minor in Psychology in 1982, John then attended Thomas Jefferson University in Philadelphia on a US Air Force Scholarship, graduating in 1986. Completing his family practice residency at USAF Regional Hospital Eglin where he served as Chief Resident, he then was assigned to the 142nd Medical Squadron at Misawa AFB, Misawa Japan, for the next 3 years. He expanded his interest in sports medicine while in Japan, as the nearest military orthopedists were 400 miles away in Tokyo. On return to the US he passed his Sports Medicine boards and earned a Certificate of Added Qualification in Sports Medicine. He was also selected for Flight School while in Misawa and completed the USAF Aerospace Medicine Primary Course in 1990. His last active duty year in the Air Force was at Dover Air Force Base where he worked as a Squadron Level flight surgeon in the C5 Galaxy aircraft.

Upon leaving the Air Force John joined the Delaware Air National Guard as the Chief of Aerospace Medicine. He also started his private practice of family medicine in Elkton, MD, where he still practices. Finding a need in the area, he became an Aviation Medical Examiner as well, and is now a Senior Aviation Medical Examiner for the Mid Atlantic area. John continued with the Guard for the next 28 years, becoming Commander of the Medical Group in 1996, then State Air Surgeon in 2006. In September 2019 he was promoted to Brigadier General and assumed the Chief of Staff position at the Delaware ANG. Planned retirement in April 2020 was postponed to October 2020 as a Headquarters Subject Matter Expert during the Covid-19 Crisis.

Dr. Mulvey is a leader in his medical community, serving as the Division Lead of Ambulatory Medicine at Christiana Care, Union Hospital in Elkton MD. He continues to run his solo family practice with his wife, Cindy, as the office manager, and works periodically with the hospitalists at Union Hospital.

John is a 2500 hour commercial, instrument rated pilot who flies a Mooney M20-J, N5749X ("Flash"). He does Angel Flight missions on weekends when they are available. If not flying Angel Flight, John and Cindy use Flash to visit his daughter's family in Boston or fly to Flying Physician Association meetings. He was elected FPA President in 2020.



### **RICHARD W. SLOAN, MD, RPH, FPA CME COMMITTEE CHAIR**

Dr. Sloan received his undergraduate degree from the University of the Sciences in Philadelphia, and his medical degree from the Pennsylvania State University College of Medicine. As a clinical professor in Family and Community Medicine at Penn State, he has completed 35 years of academic and clinical practice. In 2015, he retired as Director of Medical Education, York Hospital, Wellspan Health, in south central Pennsylvania.

Dr. Sloan is a prior pilot and flight surgeon with the USAF and served for many years as an FAA senior aviation medical examiner. A longtime member of the Flying Physician Association (FPA), he served as the 2014-15 President and is currently chair of the Continuing Medical Education (CME) committee. He is the recipient of the FAA Master Pilot Award and has accumulated over 5000 hours of flight time. Over the last 27 years, he has been the proud owner and pilot of Mooney N58148. Dr. Sloan and his wife, Alice, live in York (PA) and have two daughters and six grandchildren.



### **DOUGLAS W. JOHNSON, MD, FACR. FPA ANNUAL MEETING PROGRAM CHAIR**

Dr. Johnson obtained his BS degree from Virginia Tech, MD from the Medical College of Virginia, Internal Medicine internship at Wilford Hall USAF Medical Center, and Radiation Oncology residency at Stanford University Medical Center. He served 24 years in the active-duty and reserve side of the USAF, retiring as a Colonel 1999, having served as a Radiation Oncology Consultant, Flight Surgeon, and Commander of David Grant USAF Medical Center. In 1987, Dr. Johnson was a founding member of the Florida Radiation Oncology Group (FROG) in Jacksonville, Florida, where he continued his clinical practice for 32 years. Dr. Johnson held numerous leadership roles within Baptist Medical Center

Jacksonville, was a Vice-President for the American Cancer Society in Duval County, and served as Vice President for Clinical Affairs for the national Oncure Medical Corporation from 2011-13. He is Board Certified in both Radiation Oncology and Hospice and Palliative Care Medicine, and has held faculty appointments at Stanford University and Mayo Clinic. With a major interest in clinical cancer research, Dr. Johnson was a Principal Investigator for the Radiation Therapy Oncology Group and Children's Oncology Groups and for 28 years headed up the FROG and Oncure research programs. His clinical interests include stereotactic radiosurgery, prostate brachytherapy, breast and pediatric cancers, as well as early lung cancer detection via breath analysis. He served on national research strategy committees and has authored numerous protocols, as well as over 65 scientific publications. He has also served as a Quality Control consultant and radiation accident investigator for the Nuclear Regulatory Commission.

Dr. Johnson learned to fly in 1980 and holds commercial, multi-engine, instrument, land, and seaplane ratings. He has over 2700hrs PIC time in a variety of aircraft and flies his multiple award-winning Lancair IV-P, an aircraft that he completed building in 1997. Doug and Sue Johnson live in Jacksonville FL and are parents of a son and daughter and have two grandchildren.



### **THEODORE J. STRANSKY MD, FAAO, FACS, FPA PRESIDENT 2019-2020**

Dr. Stransky was raised in Owatonna, Minnesota, where he was valedictorian of his high school class, earned the rank of Eagle Scout, and became an exchange student to Belgium. He earned a Bachelor of Arts maxima cum laude from the University of Notre Dame. He graduated from Case Western Reserve University School of Medicine where he also did his ophthalmology residency after completing a rotating-0 internship at Saint Paul-Ramsey Hospital in St. Paul, Minnesota. Afterwards Dr. Stransky traveled to Belgium with his wife, Ana, and infant daughter, Maria, where he completed a vitreoretinal fellowship at the State University of Ghent. He then completed another one year vitreoretinal fellowship at Washington University in St. Louis.

Dr. Stransky was in the solo private practice of vitreoretinal ophthalmology for 40 years, an active medical mission participant and taught medical students and residents. He has continued to teach and is currently Clinical Professor of Ophthalmology at Indiana University School of Medicine - Evansville.

Dr. Stransky has his single engine instrument and seaplane ratings. He flies a 2008 Cirrus SR22 TN and a 1946 Er-coupe. Currently Dr. Stransky and his wife live in Newburgh, Indiana. They have four children and nine grandchildren.

# 2021 FPA ANNUAL MEETING SCIENTIFIC SCHEDULE

October 18 – 21, 2021

President: John R. Mulvey, MD, FAAFP

Program Chair: Douglas W. Johnson, MD, FACR

## Monday, October 18, 2021

7:30 am Registrant Sign-In

7:45 am Welcome and Announcements

### 8:00 am – 1:45 pm SESSION ONE (Group Lunch included)

#### 8:00 am **National Transportation Safety Board (NTSB) Update (non-CME)**

*Why do crashes still happen, and what can I do to make my flight operation as safe as possible?*

Bruce Landsberg, ATP, CFII, ME, Aviation Safety, Past Executive Director, AOPA Safety Institute, Vice Chair National Transportation Safety Board, Mt. Pleasant, South Carolina, and Washington, DC.

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

- Operate an aircraft safely.
- Describe the leading causes of general aviation accidents.

8:45 am Audience question and answer

#### 9:00 am **Hyperparathyroidism: 1°, 2°, 3°**

*How can I distinguish primary, secondary and tertiary hyperparathyroidism?*

W. G. Schenk, MD, Surgery, Professor of Surgery, University of Virginia Medical School, Charlottesville VA.

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

- Distinguish the form of Hyperparathyroidism (Hyper-PTH).
- Prescribe curative treatment for primary Hyper-PTH.
- Intervene surgically at the appropriate time.

9:45 am Audience question and answer

10:00 am Break

#### 10:15 am **Controlled Substances in Geriatrics**

*How do I manage my geriatric patient on controlled substances?*

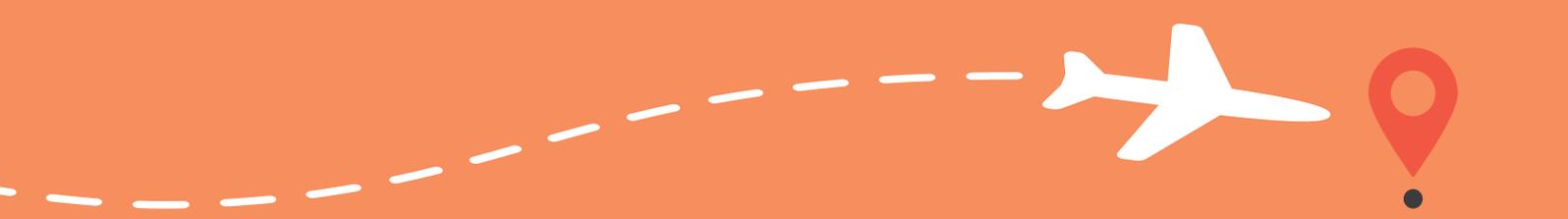
Dori P. Tamagne, MD, Family Medicine, Department of Family Medicine, IHA Trinity, Manchester MI.

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

- Discuss the opioid epidemic and issues specific to geriatric patients.
- Discuss use of controlled substances in geriatric patients.
- Discuss controversies in geriatric patient care.

11:00 am Audience question and answer

11:15 pm Session moves to Luncheon Room



11:45 am

**Human Trafficking (HT):**

*Who are human trafficking victims, how/why do victims become involved in HT, and how do medical professionals identify victims?*

Rachel D. Fischer, BSN, RN, SANE-A, SANE-P, Forensic Nurse Examiner and Legal Nurse Consultant, Houston TX.

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

- Identify victims of human trafficking.
- Effectively interview a potential victim of human trafficking.
- Apply identification techniques in your practice when presented with victims of trafficking.
- Construct trauma informed safety plans and victim rapport building techniques into your practice.
- Coordinate with a multidisciplinary team to promote best care practices for trafficking victims.

1:45 pm

Adjourn for the day

**Tuesday, October 19, 2021**

7:45 am Announcements

**8:00 am – 12:15 pm      SESSION TWO**

8:00 am

**Contemporary Transfusion Strategies**

*What are optimal utilizations of blood products?*

R. Stephen Smith, MD, FACS, Surgery. Professor of Surgery and Trauma, University of Florida, Gainesville FL.

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

- Use blood products effectively based on current scientific literature.
- Reduce unnecessary blood transfusions.
- Reduce adverse effects of blood transfusions.

8:45 am      Audience question and answer

9:00 am

**From Sneetches to Stem Cells: A Story of Urinary Sphincter Regeneration**

*What are future options for treatment of urinary incontinence without use of invasive mesh-based surgical procedures?*

Melissa R. Kaufman, MD, PhD, FACS, Professor of Urology, Vanderbilt Medical Center, Nashville TN

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

- Construct working knowledge of the pathophysiology of stress incontinence.
- Summarize contemporary concerns regarding limitations of current therapies for stress incontinence.
- Apply knowledge regarding biology and utilization of stem cells for urologic conditions.

9:45 am      Audience question and answer

10:00 am      Break

10:15 am

**What is Preventive Maintenance? (non-CME)**

*How can an owner-pilot determine what preventive maintenance tasks the FAA allows him to perform on his aircraft without A&P involvement?*

Michael D. Busch A&P/IA, CFI-A/I/ME, CEO Savvy Aviation, 2008 National Aviation Technician of the Year, Arroyo Grande CA

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

- Explain what preventive maintenance tasks an owner-pilot is allowed to perform on his aircraft without A&P involvement.
- Find the list of 31 specific preventive maintenance tasks that the FAA has prescribed as preventive maintenance.
- Extend the list of 31 to additional preventive maintenance tasks based on the 2009 Coleal interpretation issued by the FAA Rulemaking Division.

11:00 am Audience question and answer

11:15 am

**Around The World Over Both Poles In A Homebuilt Airplane (Non-CME)**

*Can a little home-built single engine airplane actually fly around the world over both poles?*

Bill Harrelson, American Airlines pilot (ret); 34,000+ hours, Lancair IV homebuilt plane owner, general aviation long-distance world record holder.

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

- Recount how a single-engine airplane was built for ultra-long distance flying and how it was tested.
- Describe one failed attempt at the World Record and the successful World Record flight itself.
- Construct and formulate a plan to interpret, compare and solve, possibly even revise and coordinate, so as to apply and summarize the obfuscated ramblings of the speaker.

12:00 pm Audience question and answer

12:15 pm

Adjourn for the day.

6:00 pm

**Stump the IA (non-CME)**

*What burning aviation mechanics questions do I have that Mike Busch can discuss and answer – and keep me flying without emptying the bank account?*

Mike Busch, A&A/IA

**Wednesday, October 20, 2021**

7:45 am Announcements

**8:00 am – 12:15 pm SESSION THREE**

8:00 am

**Update on Medical Safety Considerations in Commercial Space Flights**  
**2021 AsMA Exchange Speaker**

*What is the recommended medical screening criteria for commercial space flight crews and passengers?*

Melchor J. Antuñano, MD, MS, Aerospace Medicine. Director of the U.S. Federal Aviation Administration (FAA) Civil Aerospace Medical Institute (CAMI), Oklahoma City OK; Clinical Associate Professor, Department of Preventive Medicine and Community Health, University of Texas Medical Branch, Galveston TX; Adjunct Professor, Universidad Nacional de Colombia School of Medicine. Bogota, Colombia.

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

- Interpret the differences in recommended medical screening guidance for passengers participating in suborbital vs orbital commercial space flights.
- Apply sound aerospace medicine principles to promote occupant (crews and passengers) safety in commercial space flights.
- Compare medical certification criteria for flight crews vs medical screening guidance for passengers participating in commercial space flights.

8:45 am Audience question and answer

- 9:00 am **Review of Pediatric Brain Tumors - Current State**  
*How do a newer minimally invasive surgical technique and modern genetic analysis change the evaluation and treatment of pediatric brain tumors?*  
 Bruce A. Kaufman, MD, Pediatric Neurosurgery. Professor, Medical College of Wisconsin, Children's Hospital, Milwaukee WI.  
*Upon completion of this presentation, the learner will be prepared to:*
- Define indications for use of stereotactic laser ablation in brain tumors.
  - Discuss the changes in classification of medulloblastoma and how that can define outcome.
  - Describe how genetic characterization of brain tumors is affecting non-operative therapies.
- 9:45 am Audience question and answer
- 10:00 am Break
- 10:15 am **Current Management of Eustachian Tube Dysfunction**  
*How do I help the airman patient with eustachian tube dysfunction?*  
 David G. Schall, MD, MPH, FACS. Aerospace Neurotologist. Federal Aviation Administration, Oklahoma City, OK.  
*Upon completion of the presentation, the learner will be prepared to:*
- Diagnose and treat eustachian tube dysfunction
  - Present and discuss with a patient and colleagues the current treatments available for ETD (Balloon Tuboplasty/Surgery/etc.)
  - Consider treatment options with the patient fully informed on the risks and complications.
- 11:00 am Audience question and answer
- 11:15 am **Public & Private Partnerships: Collaborative Contracting to Support Complex Aeromedical Requirements**  
*What are the current best practices in the coordination and execution of biocontainment medical evacuations?*  
 William A. Walters, III, MD, MBA, Emergency Medicine. Executive Director and Managing Director of Operational Medicine, Bureau of Medical Services, Department of State, Washington DC.  
*Upon completion of the presentation, the learner will be prepared to:*
- Review the complexities of medical evacuation operations involving the movement of patients infected with Ebola and other highly infectious diseases.
  - Explore current best practices in Federal contracting necessary to support the aviation support of highly complex evacuation operations.
  - Compare standard risk mitigation strategies in the air ambulance industry to those required in support of biocontainment transport.
- 12:00 pm Audience question and answer
- 12:15 pm Adjourn for the Day

**Thursday, October 21, 2021**

7:45 am Announcements

**8:00 am – 12:15 pm SESSION FOUR**

- 8:00 am **Management of Rib Fractures: Simple and Complex**  
*How do I approach an injured patient who presents with multiple rib fractures or flail chest?*  
 F. Barry Knotts, MD, PhD, General Surgery and Trauma. Port Orange FL. Mercy St Vincent Medical Center Hospital, Toledo OH. (Formerly) Associate Clinical Professor of Surgery, Ohio University (ret.)  
*Upon completion of this presentation, the learner will be prepared to:*
- Identify the levels of severity of single and multiple rib fractures.
  - Use modern techniques of rib fracture and chest wall management.
- 8:45 am Audience question and answer.

9:00 am	<p><b><u>Who is Afraid of the Big Bad Pregnant Patient?</u></b>  <i>What is it that terrifies practitioners about pregnant patients?</i>          Lauren Britt Skattum, DO, FACOOG. Obstetrician-Gynecologist. OB-GYN Associates of Mid-Florida, LLC. Leesburg Regional Medical Center, Leesburg FL.</p> <p><u>Upon completion of this presentation, the learner will be prepared to:</u></p> <ul style="list-style-type: none"> <li>▪ Cite specific physiologic changes in pregnant women that affect my specialty.</li> <li>▪ Incorporate improved understanding of pathology in my specialty-specific concerns.</li> </ul> <p>9:45 am          Audience question and answer</p> <p>10:00 am          Break</p>
10:15 am	<p><b><u>Killing, Truth, Consent, Coercion and Letting Die</u></b>  <i>What are some of the major moral problems in medicine that may affect me in my practice?</i>          Andrew C. Skattum, DO. Trauma Surgery. Associate Professor of Surgery, University of Florida, Kissimmee FL.</p> <p>Upon completion of this presentation, the learner will be prepared to:</p> <ul style="list-style-type: none"> <li>▪ Describe and cite examples of major ethical theories.</li> <li>▪ Compare potential moral problems in the physician-patient relationship.</li> <li>▪ Summarize the moral dilemmas of life and death decisions in patient care.</li> </ul> <p>11:00 am          Audience question and answer</p>
11:15 am	<p><b><u>The Importance of Art in Medicine</u></b>  <i>In what ways could art be used to enhance medical education or patient care?</i>          Aaron D. Anderson, PhD. Founder, Center for Arts in Healthcare; Director, Standardized Patient Program in the Center for Human Simulation and Patient Safety.          Megan S. Lemay, MD. Assistant Professor of Medicine.          Virginia Commonwealth University School of Medicine, Richmond, VA.</p> <p><u>Upon completion of the presentation, the learner will be prepared to:</u></p> <ul style="list-style-type: none"> <li>▪ Enhance medical education by using art in academic and clinical teaching settings.</li> <li>▪ Define varied methods and ways in which art may be used to promote patient healing.</li> <li>▪ Summarize how art might enhance empathy and humanity in medical students.</li> </ul> <p>12:00 pm          Audience question and answer</p>
12:15 pm	Adjourn Scientific/Aviation Program
12:25 pm	Flying Physicians Association, Inc., Annual Business Meeting

## **BACK-UP PRESENTATIONS**

### **ObGyn 2021 - Specialty Changes in the Millennium**

*How has the provision of Women's Health changed since most of us received our medical training?*  
 James W. Van Hook, MD, Maternal and Fetal Medicine. Professor & Rita T. Sheely Endowed Chair in Obstetrics and Gynecology, University of Toledo School of Medicine, Toledo OH.

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

- Summarize changes in workforce and specialty composition of OBGYN.
- Compare challenges in Women's Health from the 20th century as anticipated in the current millennium.
- Coordinate effective use of OBGYN specialists and subspecialists in the consultative care of your patients.

# THE FACULTY *and* SPEAKERS



**AARON D. ANDERSON, PHD**  
*Founding Director, Center for Arts in Healthcare*  
*Director, Standardized Patient Program in the Center for Human Simulation and Patient Safety*  
*Virginia Commonwealth University School of Medicine*  
*Richmond, VA*

Aaron Anderson's career began as an Army Explosive Ordnance Specialist struggling to get out of a wheelchair after a year in a military hospital. Fast-forward to the present: he is one of the only people in the world to hold simultaneous university positions in Art, Business, and Medicine.

Dr. Anderson holds an Interdisciplinary PhD in Culture from Northwestern University, an MFA in Theatre from the University of Hawai'i, and a Certificate in Executive Presence from Cornell University. He is Founding Director of the Center for Arts in Healthcare at Virginia Commonwealth University and Director of VCU's Standardized Patient Program in the Center for Human Simulation and Patient Safety.

For the past 19 years, he has coached internationally for Fortune 500 CEOs, doctors, lawyers, nurses, scientists, and government officials, and is one of the only non-physicians to have received an award for Innovation in Medical Education.



**MELCHOR J. ANTUÑANO, MD, MS**  
*2020 AsMA Exchange Speaker*  
*Director of the U.S. Federal Aviation Administration (FAA)*  
*Civil Aerospace Medical Institute (CAMI)*  
*Oklahoma City, Oklahoma*  
*Clinical Associate Professor*  
*Department of Preventive Medicine and*

*Community Health*  
*University of Texas Medical Branch*  
*Galveston, Texas*  
*Adjunct Professor*  
*Universidad Nacional de Colombia School of Medicine*  
*Bogota, Colombia*

Dr. Antuñano was born in Mexico City, is a graduate of the National Autonomous University of Mexico School of Medicine and completed the Residency Program in Aerospace Medicine at Wright State University in Dayton, Ohio. He was awarded a post-doctoral research associateship by the U.S. National Research Council of the U.S. National Research Council of the National

Academy of Sciences at the USAF School of Aerospace Medicine in San Antonio, Texas.

Currently the Director of the U.S. Federal Aviation Administration (FAA) Civil Aerospace Medical Institute (CAMI) in Oklahoma City, Dr. Antuñano is credited with 891 professional presentations and invited lectures at national and international conferences in aerospace medicine in 41 countries, and with 63 scientific publications covering a variety of aerospace medicine topics.

Melchor Antuñano is Past-President of the International Academy of Aviation and Space Medicine, the Aerospace Medical Association, the Space Medicine Association, and the Iberoamerican Association of Aerospace Medicine. He is a Fellow of the Aerospace Medical Association and the Aerospace Human Factors Association, as well as being named an Honorary Member of the Austrian, Brazilian, Colombian, Greek, Mexican, Peruvian, Slovenian and Turkish Societies of Aviation/Aerospace Medicine. He is a member of the International Academy of Astronautics.

He is a faculty member at the University of Texas Medical Branch in Galveston and the National University of Colombia School of Medicine. He is a former faculty member at Wright State University School of Medicine.

Dr. Antuñano has received 85 awards and recognitions for his academic, administrative, and research achievements including: "DOT Secretary's Award for Meritorious Achievement: Silver Medal" granted by the Secretary of the U.S. DOT; the "Jay Pardee AVS Champion of Safety Award" granted by the FAA Office of Aviation Safety for significant contributions to the promotion of global aviation safety; the "Louis H. Bauer Founders Award" granted by the Aerospace Medical Association for the most significant contribution in aerospace medicine; the "Won Chuel Kay Award" granted by the Aerospace Medical Association for outstanding contributions to international aerospace medicine; the "Eric Liljencrantz Award" granted by the Aerospace Medical Association for 'excellence as an educator in aerospace medicine.'

He is a private pilot, scuba diver and parachutist.



**LAUREN N. BRITT, DO, FACOOG**  
*Obstetrics/Gynecology*  
*Lake OB-GYN Associates of Mid-Florida*  
*Lady Lake, Florida*

Dr. Britt is a board-certified OB/GYN at Lake OB-GYN Associates of Mid-Florida, LLC in Central Florida.

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# THE FACULTY *and* SPEAKERS

She enjoys obstetrics and specializes in a wide range of gynecology services to women of all ages, including minimally invasive surgery, hormone replacement, and in-office procedures for abnormal bleeding.

She graduated in three years with a degree in chemistry from the University of Alabama, completing medical school at the West Virginia School of Osteopathic Medicine. After spending six weeks volunteering and assisting in womens healthcare in Cameroon Africa and assisting in her first C-Section, Dr. Britt was inspired to spend the rest of her medical career caring for and empowering women to make educated decisions regarding their health. She changed her career path from cardiovascular surgery to obstetrics and gynecology. Dr. Britt also met her husband, Andrew Skattum, during the first week of orientation. They shared a mutual love of medical missions and later married in Toledo, Ohio, during their residency programs. Lauren completed OB-GYN the same year Andrew completed General Surgery and did his first solo flight. Lauren was 8-weeks pregnant with son, Hank (now 5), for a first flight in a Piper Warrior over the Great Lakes. Prior to this, they had taken flights in the local flying club's Pietenpol Aircamper.

Following residency, the Skattums moved to Leesburg, FL where Andrew completed a trauma fellowship, and Lauren started her practice at Lake OB-GYN. Hank (age 6) was born soon after moving to Florida, and he enjoys flying on Xplane, as well as traveling with his sister Alice (age 4), and parents around the US.

Outside of the office, Dr. Britt enjoys cooking and an active outdoor lifestyle. She maintains a small vegetable garden and enjoys kayaking, hiking, and running. She has aspirations one day of getting her own pilot's license. In the meantime, she enjoys being the right front-seater, as long as there are cup holders and air conditioning.



**MICHAEL D. BUSCH, A&P/IA,  
CFIA/I/ME**  
*Aviation Educator and Entrepreneur  
CEO, Savvy Aviation, Inc.  
Arroyo Grande, California*

Mike Busch is arguably the best-known A&P/IA in general aviation. He has been a well-respected and much-in-demand aviation writer and teacher for nearly 50 years with aircraft maintenance as the focus of his writing and teaching in the past 30 years. He has written for many aviation publications, and currently publishes a monthly maintenance column in AOPA PILOT magazine. He presents monthly maintenance webinars sponsored by EAA and Aircraft Spruce. In 2008, Mike was honored by

the FAA Administrator as "National Aviation Maintenance Technician of the Year."

Busch is a mathematician by training, having received his Bachelor of Arts degree in mathematics from Dartmouth College, Magna Cum Laude, and was elected to the Phi Beta Kappa society. While at Dartmouth, Mike did pioneering work in computer science, eventually retiring from a long successful career as a software entrepreneur.

Mike then co-founded AVweb in 1995 and served as its editor-in-chief until its purchase in 2002 by Belvoir Publications. As co-founder of Aeromedix, he was responsible for introduction of pulse oximeters and digital carbon monoxide detectors into GA cockpits. Mike has helped tens of thousands of aircraft owners fix the thorniest maintenance problems that their own local A&Ps have been unable to solve and has helped over a thousand Part 91 aircraft owners learn to manage the maintenance of their aircraft more effectively and cost-efficiently.

In 2008, Mike founded Savvy Aviation, Inc. which provides a broad palette of maintenance management, consulting, data analysis, and breakdown assistance services to aircraft owners throughout the U.S. and in a dozen other countries.

Mike earned his private pilot certificate in 1965 and has logged more than 8,000 hours as PIC. He is a commercial pilot with instrument, single- and multi-engine land, single engine sea, and glider ratings; a certificated flight instructor for airplanes, instruments and multiengine; and a certificated A&P mechanic with Inspection Authorization.

Mike Busch was named an Honorary Member of FPA in 2012 and continues to lead the popular after-hours aviation session every year during Annual Meeting, providing practical and straightforward advice based on years of experience and training.



**RACHEL D. FISCHER, BSN, RN,  
SANE-A, SANE-P**  
*Forensic Nurse Examiner and Legal  
Nurse Consultant  
Houston, Texas*

Rachel Fischer is a forensic nurse from Detroit, Michigan. She has a B.S. in Nursing and works as an Emergency RN at a level 1 trauma center. Her specialty is human trafficking research and rescue and finding missing children.

She earned her Associates Nursing degree in 2011 at Macomb Community College and her BSN at Oakland University, Rochester, Michigan in 2015. Ms. Fischer is licensed in Michigan, Texas and California.



Moving to Houston, Texas, Ms. Fischer has been active in building a forensic nursing program to aid in proper medical care and better outcomes for survivors of violence. She testifies as an expert witness and does legal nurse consulting for both the prosecution and the defense. She gives lectures to various medical professions on forensic medical care, human trafficking and strangulation and has been helping with a strangulation task force to promote comprehensive care of strangulation victims. Her advocacy and education work have led to travels locally and internationally for public speaking, training sessions and interventions in human trafficking and for victims of violence.

In addition to her involvement professionally Ms. Fischer has participated in a number of special projects including work since 2015 with Elijah Rising, anti-human trafficking intelligence collection and undercover rescue operations. Beginning in 2016 she began collaboration with the FBI, the Houston Police Department VICE Division and the Texas Department of Public Safety as a advocate for patients during undercover sting operations. She is an international awareness ambassador, speaking at conferences and presenting virtual reality sessions for anti-human trafficking on behalf of the 27Million organization. In 2017 she co-founded the 501(c)(3) Anti-Trafficking Alliance in Houston, offering medical and legal aid to victims. Ms. Fischer has been instrumental in survivor leader empowerment, turning survivors into leaders in their own realms of influence.



**WILLIAM "BILL" HARRELSON**  
*Weight-class world records holder*  
*Distance Guam to Jacksonville, Florida*  
*Polar circumnavigation*  
*Fédération Aéronautique Internationale*  
*(FAI)*  
*Owner, Lancair IV N6ZQ*

Bill Harrelson learned to fly at age 15, paying for his lessons by mowing lawns. He became an airline captain with one of the major US carriers. He is now retired from commercial airlines and running marathons; however, if it involves building and flying planes, volunteering with Young Eagles or breaking aviation records – he's there. Harrelson is possibly one of the highest time Lancair pilots in the world with thousands of hours in his home-built aircraft and over 34,000 hours total time.

2013: Within a week's time, Harrelson flew 20 hours from Indiana to Hawaii then on to Guam. He then flew his Lancair IV nonstop from Guam, in the western Pacific, to Jacksonville, Florida. The record-setting 8,114 statute miles took 38 hours and 39 minutes.

In 2015 Bill Harrelson circumnavigated the globe via the North and South Poles in 24 days, setting another record for small, lightweight, single-engine airplanes circling the Earth, touching both the north and south poles along the way. That trip was the result of 11 years planning with his wife, Sue, also a retired airline pilot. N6ZQ has no built-in oxygen system, no weather radar, no de-icing equipment and no turbocharger. Harrelson must rely on his skills and those of his wife and their expert support team.

- 3 FAI world records/class C1d C= Landplane, 1= Internal combustion engine(s), d= weight class 1750-3000 kg
- Distance: Guam to Jacksonville, 8,114 miles non-stop, 2013
  - Speed Around the World Over Both Poles, 2015
  - Speed Around the World Westbound, 2019



**BRUCE A. KAUFMAN, MD**  
*Pediatric Neurosurgery*  
*Professor, Department of Neurosurgery*  
*Medical College of Wisconsin*  
*Milwaukee, Wisconsin*

Dr. Kaufman received his medical degree from Case Western Reserve University in Cleveland, Ohio. He completed a residency in neurosurgery at the University Hospitals of Cleveland in 1988 and a fellowship in pediatric neurosurgery at Children's Memorial Hospital, Chicago, Illinois, in 1989.

He is a Professor in the Department of Neurosurgery at the Medical College of Wisconsin (Milwaukee), and former Chief of Neurosurgery at the Children's Hospital of Wisconsin. Dr. Kaufman is a member of the International Society for Pediatric Neurosurgery (ISPN), the Section of Neurological Surgery (SONS) of the American Academy of Pediatrics, and is a Past-President of the American Society of Pediatric Neurosurgeons (ASPEN) and a past chair of the Joint Section of Pediatric Neurosurgery (AANS/CNS). He is currently on the Board of Directors of the American Board of Pediatric Neurosurgery.

Dr. Kaufman has focused his clinical interest in the surgical treatment of spasticity, hydrocephalus, spinal dysraphism. He remains involved in the care of pediatric brain tumors and pediatric neurological trauma. He has also authored many journal articles and chapters, and remains actively involved in clinical research and outcomes involving hydrocephalus, Chiari malformations, and spasticity.

Dr. Kaufman has a long-standing interest in aviation. He has been a pilot since 1988, and regularly flies two

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# THE FACULTY *and* SPEAKERS

airplanes – a 2002 Cirrus SR-22 ('classic' with a 6-pack) and a 1946 Globe Swift. He set a national flying record, along with Matt McDaniel (Alaska Airlines captain and master flight instructor) – landing at every public paved airport in the state of Wisconsin in one day (104 airports in just over 17 hours).



**MELISSA R. KAUFMAN, MD, PHD**

*Professor of Urologic Surgery  
Vanderbilt Medical Center  
Nashville, Tennessee*

Dr. Melissa Kaufman is Professor of Urologic Surgery at Vanderbilt Medical Center. She received her B.A. from Washington University, St. Louis and Ph.D. in Microbial Genetics at University of Tennessee. Following postdoctoral research at Stanford and completion of medical school in her home state of Arkansas, Dr. Kaufman commenced her Urology residency at Vanderbilt in 2002. She completed fellowship training in both Male Reconstruction and Female Pelvic Medicine and Reconstructive Surgery in 2009 at Vanderbilt.

Her practice focuses on female and male voiding dysfunction and incontinence, cancer survivorship, pelvic organ prolapse, neurourology, transitional care for congenital urologic conditions, urologic prosthetics, as well as reconstructive surgery for urethral stricture, fistula and trauma. With regards to her research agendas, she currently serves as the global principal investigator for a pivotal Phase III clinical trial to pioneer the first application of autologous cell therapy for urologic indications.

Dr. Kaufman was honored as the 2017 recipient of the Zimskind Award from the Society for Urodynamics, Female Pelvic Medicine and Urogenital Reconstruction for outstanding contributions within 10 years of completion of training. Dr. Kaufman is exceptionally fortunate to have three times been the recipient of the Tabari Award from the Flying Physicians Association, presented at the FPA Annual Meeting for the best scientific/medical presentation. She is additionally a past-president of the Society of Women in Urology.

She can be tracked down most weekends fly fishing, motorcycling on the Natchez Trace Parkway or at various regional airfields with her 1984 Beechcraft Bonanza A36.



**F. BARRY KNOTTS, MD, PHD, FACS**

*Formerly: Clinical Associate Professor of Surgery, Ohio University  
Medical Director of Trauma and Acute Care Surgery  
Medical Director of Surgical Intensive Care  
Mercy St. Vincent Medical Center  
Toledo, Ohio*

Dr. Barry Knotts received his B.A. degree in physics from Johns Hopkins University. He completed a combined MD / PhD program at UCLA. His PhD is in Molecular Biology and, during his medical school years, he was awarded the Emil Bogen Research Prize for his work in the occult and prolonged persistence of herpes group viruses. He maintains board certification in General Surgery and Surgical Critical Care. His residency in General Surgery was at UCSD. He remained in San Diego at Sharp Memorial Hospital where he served as the first Medical Director of Trauma for Sharp Memorial Hospital and Interim Medical Director of Trauma for San Diego Children's Hospital during the initiation of the San Diego Trauma System.

After ten years in San Diego he relocated to Toledo, Ohio where he was the Medical Director of Trauma at Mercy Health - St. Vincent Medical Center. He helped the hospital achieve and maintain verification as a Level I Adult and Level II Pediatric Trauma Center.

Dr. Knotts is now retired and moved to Spruce Creek Fly In, Port Orange, Florida. Recently he resumed a boyhood hobby of amateur radio (K8ENA). He is an avid aviator, having soloed in 1977. He has owned several aircraft. He and his wife, Denise, completed the construction of a Lancair IV-P, N24XE, in 2013. The aircraft won an "Outstanding Workmanship" award at Oshkosh in 2016. This aircraft has a turbocharged Continental TSIO-550. It is pressurized, anti-ice equipped, all electric, IFR qualified and optimized for speed. Its typical cruising speed is 260 knots at FL240. Denise and he have enjoyed flying to visit his children, grandchildren and their families in San Jose, California, and Boston, Massachusetts.



**BRUCE S. LANDSBERG, ATP, CFII, ME**  
*Aviation Safety*  
*Past Executive Director, AOPA Safety Institute*  
*Vice Chair, National Transportation Safety Board*  
*Wright Bros. Master Pilot's Award Recipient*  
*Mt. Pleasant, South Carolina/ Washington, DC*

Bruce Landsberg was sworn in as Vice Chairman of the National Transportation Safety Board on August 7, 2018, to become its 43rd Member.

Before coming to the NTSB, Vice Chairman Landsberg was with the Aircraft Owners and Pilots Association from 1992 to 2014 where he served as executive director of the Air Safety Foundation until 2010, and then as president of the AOPA Foundation and Air Safety Institute until he retired in 2014. Under his leadership the organization received international recognition and numerous awards for promoting light aircraft safety. During his AOPA tenure he conducted countless safety seminars and wrote a monthly column on aviation safety for its magazine, *AOPA Pilot*.

Early in his aviation career, Vice Chairman Landsberg worked for Cessna Aircraft Company in Wichita, Kansas, where he promoted general aviation through the management of their Air Age Education Department. He also worked as an associate editor for *Flying* magazine before moving to FlightSafety International as their first product marketing manager. In addition to promoting the benefits of simulator training there, he developed an airline pilot transition program for first officer candidates through close collaboration with numerous regional airlines.

After graduating from college, Vice Chairman Landsberg was commissioned in the U.S. Air Force and served as a missile launch officer for the Minuteman III ICBM in North Dakota where his training in nuclear weapons provided a strong grounding in safety principles and procedures. After leaving the military, he became an active flight instructor and taught for three years while putting himself through graduate school, earning a master's degree in industrial technology from the University of Maryland.

Vice Chairman Landsberg owns a Beechcraft Bonanza that he flies for business and pleasure. He has more than 7,000 hours of flight experience and holds an Air Transport Pilot certificate with instructor ratings for airplane single and multi-engine land, instruments, and advanced/ instrument ground instructor certificates. He also sailed a variety of boats for more than three decades.

Vice Chairman Landsberg and his wife, Jan, make their home in Mount Pleasant, South Carolina, and keep an apartment in Washington, D.C.



**MEGAN S. LEMAY, MD**  
*Assistant Professor of Medicine*  
*Department of Internal Medicine*  
*Virginia Commonwealth University*  
*School of Medicine*  
*Richmond, VA*

Dr. Lemay is an Assistant Professor of Medicine at Virginia Commonwealth University in General Internal Medicine and Addiction Medicine. She is a core educator in the Internal Medicine and Addiction Medicine programs, the Associate Clerkship Director of the M3 Ambulatory Clerkship, and the co-director of the Medicine, Arts, and Humanities first-year medical student elective. Her research interests lie in the impact of art and humanities on medical education and improved clinical skills.



**DAVID G. SCHALL, MD MPH FACS**  
*Aerospace Neuro-Otologist*  
*FAA Aerospace Medical Certification Division*  
*Civil Aerospace Medical Institute*  
*Oklahoma City, Oklahoma*

Dr. Schall retired from the USAF following 37 years of service (Active, Guard and Reserve). He has served with the FAA for the last 10 years and previously was the FAA Regional Flight Surgeon for the Great Lakes Region in Chicago. He now works for the FAA Aerospace Medical Certification Division at the Civil Aerospace Medical Institute in Oklahoma City.

David Schall is an AOA graduate of the University of Missouri at Kansas City School of Medicine and received his MPH at the Johns Hopkins University as part of his Residency in Aerospace Medicine with the USAF. Dr. Schall completed a second Residency in Otolaryngology Head and Neck Surgery at the University of Nebraska followed by a Fellowship in Otolaryngology/Neurotology Skull Base Surgery with internationally renowned Dr. Mike E. Glasscock III at the Ear Foundation/Vanderbilt University.

He has served as the Chief of Aerospace Medicine at the world's largest fighter-training base at the time (Luke AFB, AZ) and deployed as an Air Transportable Hospital Commander in Korea; he later served as the Residency

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# THE FACULTY *and* SPEAKERS

Program Director in Otolaryngology Head & Neck Surgery at Madigan Army Medical Center. Additionally he was the Deputy Commander for the USAF Medical Operations Agency, served as Consultant to the AF Surgeon General in Otolaryngology, as the Vice Wing Commander of Wilford Hall Medical Center, then as Commander/Command Surgeon for the USAF Academy Hospital during 9/11. He then went on to serve as the Command Surgeon for Pacific Air Forces and later as the Combatant Command Surgeon for the Supreme Allied Commander of Europe. He is a veteran of the First Gulf War and performs Consulting roles as an Aerospace Neurotologist for the USAF and the FAA.

Dr. Schall has been taking care of pilots for over 40 years and enjoys flying with them. As a Chief Flight Surgeon in the USAF, he amassed over 1600 hours in 42 different aircraft types, survived 6 inflight emergencies, and continues to fly as a private pilot. He is a frequent lecturer for the FAA and at Oshkosh AirVenture, as well as other EAA and pilot forums.

Most importantly he has the same wife of 45 years, three kids who love him and five grandkids who adore him.



**W. G. "SANDY" SCHENK, III, MD**  
*Professor of Surgery*  
*University of Virginia Medical Center*  
*Charlottesville, Virginia*

Dr. Schenk completed medical school and residency training at Duke University School of Medicine and a fellowship in Vascular Surgery.

He has been a member of the Flying Physicians Association for 40 years, and has been on the Surgery Faculty at the University of Virginia for that time as well. Primarily a vascular surgeon, early in his career he began advancing the niche of Surgeon-performed Ultrasound and is currently on the National Faculty of the American College of Surgeons as an instructor of ultrasound hands-on courses. He developed a particular interest in using ultrasound for the identification and localization of abnormal parathyroid glands. He is giving the 2021 update on hyperparathyroidism.



**ANDREW C. SKATTUM, DO, FACS, FACOS**

*Associate Trauma Medical Director*  
*Osceola Regional Medical Center*  
*Associate Professor of Surgery*  
*University of Central Florida*  
*Kissimmee, Florida*

Dr. Andrew Skattum is originally from South Dakota. He received his B.S. in Biology from the University of Cincinnati, where he attended on a baseball scholarship. After his undergraduate degree, he attended the West Virginia School of Osteopathic Medicine. While there, he met his wife Lauren, a practicing Ob-Gyn, where they now live in Leesburg, Florida.

After medical school, he completed a general surgery residency at Mercy St Vincent Hospital in Toledo, Ohio. A fellow FPA member, Barry Knotts, encouraged him to begin his flight training with a local flying club. It was in Toledo where he completed his primary flight training and soloed in a Pietyenpol Aircamper. Andrew has a private pilot license with instrument and seaplane ratings.

Having completed a surgery residency, Skattum moved to Central Florida and completed a surgical critical care fellowship at Orlando Regional Medical Center. He is board certified in both general surgery and surgical critical care. Currently, he works as the Associate Trauma Medical Director at Osceola Regional Medical Center in Kissimmee, Florida as well as the Regional Medical Director for Envision Trauma in Florida.

Andrew and Lauren Britt-Skattum have two children, Hank and Alice. After selling their Piper Arrow they purchased an A36 Bonanza that has been a great upgrade. In the last year there has been a return to tail wheel flying as well in a Cessna 140, Pitts S2, and a Vultee BT-13.



**R. STEPHEN SMITH, MD, RDMS, FACS**

*CAPT., MC, USNR (Ret)*  
*Professor of Surgery*  
*Trauma Medical Director*  
*University of Florida*  
*Gainesville, Florida*

Dr. Smith was born and raised in rural Northwest Arkansas. Growing up, he was interested in sports and science. He graduated from Russellville (Arkansas) High School and subsequently attended Arkansas Tech University, where he obtained a BS in Biology (highest honors). Smith earned his medical degree from the University of Arkansas for Medical Sciences, followed by residency in General Surgery at the University of Kansas-Wichita.



Dr. Smith's original career goal of becoming a small town surgeon was side-tracked by an interest and commitment to trauma and surgical critical care. He performed a Trauma / Critical Care fellowship in the Los Angeles area (Martin Luther King / Charles Drew Medical Center / St. Mary Medical Center). Dr. Smith proudly served in the Medical Corps of the United States Navy Reserve for 28 years with 8 years on active duty.

Dr. Smith has held academic appointments at the University of California, Davis – East Bay, the University of Kansas, Virginia Tech, Temple University (Pittsburgh campus) and the University of South Carolina. He is currently Professor of Surgery and Trauma Medical Director at the University of Florida in Gainesville. Dr. Smith is a Fellow of the American College of Surgeons (ACS) and was a member of the ACS Committee on Trauma for 19 years. He is also a member of the American Association for the Surgery of Trauma, the Western Trauma Association, the Western Surgical Association, the Central Surgical Association, Southern Surgical Association, and other professional organizations. He has published over 133 articles in peer-reviewed journals, 23 book chapters and several monographs.

Stephen Smith is an active pilot, logging almost 4000 hours. He regularly flies a Pilatus P-3 / 05 and a Beech Baron. His other interests include exercise, history, SEC and Navy football, and Formula 1 racing. Dr. Smith and his wife, Nellie, have 2 children: Ryan, a lawyer in Jacksonville, FL, and Nicole (Mercier), a resident in pediatrics at Wright State University. Their primary residence is in the Spruce Creek Fly-in Community near Port Orange, Florida.



**DORI P. TAMAGNE, MD**  
*Family Physician*  
*IHA Trinity, Department of Family*  
*Medicine*  
*Brooklyn, Michigan*

Dr. Tamagne earned her medical degree from Michigan State University College of Human Medicine in 1998, and her Family Medicine specialty training from the University of Michigan in 2001. She currently practices in Brooklyn, Michigan.

Dori Tamagne developed a keen interest in the impact that the opioid crisis and controlled substances is having on the geriatric patients in her practice.

Dori and her husband, Dave Tamagne, live on a hobby farm in Manchester Michigan with their two children.

Dori and Dave, as pilot and navigator, enjoy adventuring across the glorious blue of the Great Lakes state in Skyhawk N1377S. Dr. Tamagne learned to fly with the

Ann Arbor University of Michigan Flying Club, where she has been a member since 2013. They have enjoyed participation in group ski plane and sea plane events. Their greatest flying adventure, however, was the first FPA trip taken in 2017 to Destin, Florida.



**WILLIAM A. WALTERS, MD, MBA, FAAEM**  
*Acting Deputy Chief Medical Officer for*  
*Operations*  
*Executive Director and*  
*Managing Director for Operational*  
*Medicine*  
*Bureau of Medical Services*  
*U.S. Department of State*  
*Washington, DC*

Dr. William Walters is a member of the Senior Executive Service within the U.S. Department of State.

As the Managing Director of Operational Medicine, Dr. Walters is responsible for the Office of Protective Medicine and the Office of Strategic Medical Preparedness, and manages the care of the Secretary of State and traveling delegation while traveling abroad. In his role, Dr. Walters oversees the planning, resourcing, and execution of medical support to executive travel, protective details, and crisis response operations around the world. The Directorate of Operational Med

## **THURSDAY AWARDS CELEBRATION PRESENTER**



**JESSICA COX**  
*Pilot, Black-Belt Taekwondo*  
*Goodwill Ambassador for Humanity*  
*and Inclusion*  
*International Child Amputee Network*  
*(I-CAN) mentor*  
*Founder, Rightfooted Foundation*  
*International*

It's natural for pilot Jessica Cox to place her right foot on the yoke and her left foot on the throttle right before she's cleared for takeoff. The Arizona native was born without arms. Jessica is the first, and the only, armless person certified by the FAA to fly an airplane. She is also the first armless black-belt in the American Taekwondo Association.

Jessica flew in a single engine airplane for the first time via Wright Flight in 2005. Cox earned her pilot's

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# THE FACULTY *and* SPEAKERS

certificate on October 10, 2008, after three years of training, and is qualified to fly a light sport aircraft to altitudes of 10,000 feet.

Cox's Sport Pilot Certificate is for an ERCO 415-C Ercoupe which the Federal Aviation Administration has designated a light sport aircraft. Designed in the 1940s, the Ercoupe was built without rudder pedals. Instead, the rudder is interconnected with the ailerons through the yoke. This unique design allows Cox to fly with one foot controlling the yoke while the other foot controls the throttle.

In 2015 Cox published an autobiographical self-help book, "Disarm Your Limits", written to inspire people in overcoming their own challenges through the lessons she has learned in her life.

Cox is the subject of the documentary Right

Footed. The film is directed by Emmy Award-winning filmmaker Nick Spark. The documentary chronicles Cox' life, mentorship, humanitarian trips to Ethiopia and the Philippines, as well as her efforts to pass the Convention on the Rights of Persons with Disabilities (CRPD) in the US Senate.

The patented invention of a "Lower Extremity Vehicle Navigation Control System" by the Emirati engineer Reem Al Marzouqi, was inspired by Cox. It allows the people to drive a car without having to use their upper body.

Using her feet like most people use their hands, she is also able to drive an unmodified car with an unrestricted license, type on a keyboard at 25 words/minute, to pump her own gas, and to put in and remove her contact lenses. She is also a certified SCUBA diver.

## **CONTINUING MEDICAL EDUCATION (CME) INFORMATION AND DISCLAIMERS**

Speakers and faculty for the FPA 2021 Annual Meeting have completed the FPA Agreement to comply with the FPA Conflict of Interest policy and to identify to participants any discussion of non-FDA approved or investigational uses of products or medical devices included in their presentation.

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

All conflicts of interest are disclosed to attendees in the meeting handout and in the materials available in advance of the 2021 Annual Meeting.

### **RECEIVING CREDIT**

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

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

### **CREDIT APPLICATION**

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

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

# Flying Physicians Association 66th Annual Meeting 2021 Annual Meeting Registration Form

Register by mailing form with check; use credit card online [www.fpadrs.org](http://www.fpadrs.org)

New Member    First-time attendee    Life Member    Honorary Member    Non-member

Professional Member Name \_\_\_\_\_  

Last (Family)
First
Middle Initial/Name

Title  MD  DO  Other (Specify) \_\_\_\_\_ Specialty: \_\_\_\_\_ Request CME  Yes  No

Preferred name or nickname on badge \_\_\_\_\_ E-mail \_\_\_\_\_

Preferred Mail Address \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_ Zip/postal code \_\_\_\_\_

Daytime Phone \_\_\_\_\_

Emergency contact name and phone number \_\_\_\_\_

Spouses and family members are expected to register if attending the meeting functions. To receive a name badge, please provide names/ages of children below. ALL GUESTS/FAMILY MEMBERS over 17 register at adult guest rate.

REGISTERED Spouse/Partner Name \_\_\_\_\_ Prof. title: \_\_\_\_\_ CME requested?  Yes  No

Guest/Child Information (Provide professional title if applicable) FPA USE ONLY

Name \_\_\_\_\_ CME requested  Yes  No Age if under 18 \_\_\_\_\_

Name \_\_\_\_\_ CME requested  Yes  No Age if under 18 \_\_\_\_\_

Name \_\_\_\_\_ CME requested  Yes  No Age if under 18 \_\_\_\_\_

Name \_\_\_\_\_ CME requested  Yes  No Age if under 18 \_\_\_\_\_

Name \_\_\_\_\_ CME requested  Yes  No Age if under 18 \_\_\_\_\_

### REGISTRATION FEES

	June 1 – Sept. 15	Sept. 16 – On Site		AMOUNT
Package A: Member with spouse or guest	\$1150	\$1250		\$ _____
Package A: Family Members/Guests 5-17 years	\$395	\$400	# ___ x \$ ___ each =	\$ _____
Package A: Family Members/Guests 18 and over	\$450	\$525	# ___ x \$ ___ each =	\$ _____
Package A: Non-member with spouse or guest	\$1450	\$1550		\$ _____
Package B: Member only (1 person)	\$795	\$875		\$ _____
Package B: Family Members/Guests 5-17 years	\$375	\$425	# ___ x \$ ___ each =	\$ _____
Package B: Family Members/Guests 18 and over	\$450	\$525	# ___ x \$ ___ each =	\$ _____
Package C: General Sessions ONLY Attendee only – 4. Sessions Welcome and Awards Dinner NOT included	\$750	\$825		\$ _____
Package D: 1-day/s 1-person* Welcome and Awards Dinner NOT included	\$275	\$325	#Days ___ x \$ ___ each = Circle day/s attending Mon ___ Tue ___ Wed ___ Thu	\$ _____

**\*Attention: Please note the 1-day option of Package D is nonrefundable and cannot be exchanged for another registration option.**

**PACKAGES A and B** Included for each paid registrant: Welcome Reception, Daily Breakfasts, four session coffee breaks, four Scientific General Sessions, CME Certificate of Attendance, Monday Lunch and Thursday Awards Dinner.

**PACKAGE C** Included for the paid registrant: Breakfasts, Four session coffee breaks, four Scientific General Sessions, CME Certificate of Attendance.

**PACKAGE D** Included for the paid registrant: Breakfast, coffee break & scientific general session on selected day. CME Certificate of Attendance.

Last Name \_\_\_\_\_ page 2

**EXPECTED DAY/DATE OF ARRIVAL**  Sun 10/17  Mon 10/18  Tue 10/19  Wed 10/20  Thurs 10/21

**EXPECTED DAY/DATE OF DEPARTURE**  Mon 10/18  Tues 10/19  Weds 10/20  Thurs 10/21  Fri 10/22

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

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

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

OTHER\*, specify \_\_\_\_\_ TAIL NUMBER (required) \_\_\_\_\_

**MEETING CANCELLATION POLICY**

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

Sept. 1 - 15.....\$75 administrative fee

Sept. 16 - Oct. 12.....\$125 administrative fee

**After Oct. 12 .....Registration Fees are not refunded**

*Please note separate OPTIONAL ACTIVITIES CANCELLATION POLICY if applicable.*

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

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

**REGISTER TODAY BY CHECK:** Complete and mail this form with your check or money order to: FPA Annual Meeting, 11626 Twain Drive, Montgomery, Texas 77356.

**BY CREDIT CARD:** Register online at <http://www.fpadrs.org>. Sign in with your member password.

For questions, contact the FPA Headquarters: Phone: 936.588.6505, E-mail: [ahenderson@fpadrs.org](mailto:ahenderson@fpadrs.org)

# Flying Physicians Association 66th Annual Meeting 2021 Optional Tours & Activities Reservation Form

Professional Member Name \_\_\_\_\_  
Last (Family)
First Name
Middle Initial/Name

E-mail \_\_\_\_\_

Preferred Mail Address \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_ Zip/postal code \_\_\_\_\_

Daytime Phone \_\_\_\_\_

Spouses and family members are expected to register if attending the meeting functions. To receive a name badge, please provide names/ages of children below. ALL GUESTS/FAMILY MEMBERS over 17 register at adult guest rate.

REGISTERED Spouse/Partner Name \_\_\_\_\_

Guest/Child Information (Provide professional title if applicable)

Name \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

OPTIONAL TOURS	Price per person	Price per person # People	Total
Monday Afternoon 10/18/21 Richmond Past & Present Tour (includes bus/guide)	\$38.75	_____ x = \$	_____
Tuesday Afternoon 10/19/21 St. Johns Church Re-enactment and Graveyard Tour (includes bus, lunch in Parish Hall, re-enactment and guides)	\$86.50	_____ x = \$	_____
Thursday afternoon 10/21/21 Tredegar/Confederate White House (includes bus/tours)	\$48.00	_____ x = \$	_____
<b>Optional tours /activities GRAND TOTAL</b>			<b>\$ _____</b>

Activities are limited by seats reserved and space limitations. Deadline for all tour registrations is September 15, 2021 but capacity on a tour may be reached before the deadline. If overbooked, you will be notified and the money refunded. Cancellation of an activity purchase prior to September 15, 2021 will incur a \$20 per person administrative fee. No optional fees may be refunded after September 15, 2021.

CHECK OR MONEY ORDER -- Mail form with check to Flying Physicians Association (FPA) 66th Annual Meeting.

CREDIT CARD – sign on the FPA web site: [www.fpadrs.org](http://www.fpadrs.org)

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

DIETARY NEEDS Please inform the FPA Headquarters (see contact information below) with special dietary requirements for the optional tours: \_\_\_\_\_

REGISTER TODAY BY CHECK: Complete and mail this form with your check or money order to: FPA Annual Meeting, 11626 Twain Drive, Montgomery, TX77356.

BY CREDIT CARD: Register online at <http://www.fpadrs.org>. Sign in with your member password.

For questions, contact the FPA Headquarters: Phone: 936.588.6505 (leave message) E-mail: [ahenderson@fpadrs.org](mailto:ahenderson@fpadrs.org)

Please note: The 2021 Annual Meeting Registration is separate from the OPTIONAL Tours and Activities Reservations.

# Flying Physicians Association 67th Annual Meeting May 27 – 31, 2022

*French Lick Resort, Indiana*



Nestled among the hills of the Hoosier National Forest is a classic American destination: French Lick Resort. Home to two AAA Four-Diamond nationally historic hotels, three challenging golf courses, two rejuvenating spas, impressive meeting venues and a Vegas-style casino, the resort will exceed your expectations.

Experience the ultimate in golf at The Pete Dye Course at French Lick, voted No. 1 course in Indiana on GolfWeek's Best You Can Play for 12 years in a row. The Donald Ross Course at French Lick has been named Indiana's No. 2 Course in GolfWeek's Best You Can Play rankings every year since 2011.

Voted Best Hotel in Indiana by Travel & Leisure Magazine, French Lick Resort is family-friendly and perfect for the 67th Annual Meeting of Flying Physicians Association. Come experience Old World opulence amid modern comforts served with Midwestern charm — close to home. French Lick is an easy drive from Louisville, Indianapolis and Cincinnati.

The French Lick Springs Hotel began in 1845 as a destination for those seeking relaxation in the local mineral springs and today, with its sister West Baden Hotel, continues to offer families the perfect escape.

Put your wheels down at French Lick Airport (KFRH), take a complimentary shuttle (6 miles), check in, and in a snap of the fingers, you're ready for a getaway at this Midwestern gem.

Visit The Stables at French Lick Resort for a horse or pony ride, or even a quick barn tour. Play golf at Valley Links Golf Course (free for kids 12 and younger), or a round of FootGolf with the family. Get on a bowling roll in Pluto's Alley and have Afternoon Tea with friends and family in the West Baden Springs Hotel atrium. Take a free ride on the rail trolley. With pools, bike rides, hiking trails and more, there's fun around every corner!

The 67th Annual Meeting is scheduled over Memorial Day Weekend, 2022, and offers the getaway that physician-pilots and their families enjoy. Put May 27-31, 2022, on your personal and professional planning calendars!

*We look forward to sharing this  
experience with you!*

*Vince Ostrowski and John Mulvey*



# Speaker Invitation for FPA 2022 Annual Meeting

## Deadline September 21, 2021

As the Program Chair for the FLYING PHYSICIANS 67th ANNUAL MEETING, I have the honor, privilege and responsibility of organizing the scientific and aviation sessions.

I invite you to submit a presentation proposal for the 2022 Flying Physicians Association Annual Meeting at the French Lick Resort in French Lick Springs, Indiana. Presentations will be 30 – 60 minutes in length, based on the content of the lecture. Be part of the 2022 program. We anticipate a fantastic meeting!



The dates are May 26-31, 2022. The meeting location is French Lick Resort, voted Best Hotel in Indiana by Travel & Leisure Magazine, French Lick Resort is family-friendly and perfect for a an FPA Annual Meeting. Come experience Old World opulence amid modern comforts served with Midwestern charm. It's an easy drive from Louisville, Indianapolis and Cincinnati and the resort has shuttles from the French Lick Springs FBO. You have time to prepare, so have some fun and get it done!! I anticipate hearing from you soon.

The scientific/aviation program is organized into four (4) sessions of 4.5-5 hours each. The scientific/aviation sessions begin at 0800 each day. The speaker application forms are available online at [www.fpadrs.org](http://www.fpadrs.org), or contact FPA Headquarters to receive them via email.

You will be notified no later than September 30, 2021, of acceptance. The final program schedule with speakers, titles, and learning objectives will be included in THE FLYING PHYSICIAN Fall-Winter issue mailed to all members in late December and used to promote the meeting.

If you have a good friend that you know would provide a great presentation, (MD, DO, nurse, PA, technician, etc.) and whose medical expertise would benefit the members – give them a copy of the form and invite them to participate and attend the meeting with you!

Thank you for your time, and I anticipate receiving your presentation proposal and working with you!

Best regards,

R. Stephen Smith MD FACS  
FPA 67th Annual Meeting Program Chair  
Email: [Steve.Smith@surgery.ufl.edu](mailto:Steve.Smith@surgery.ufl.edu) or [flysurg@yahoo.com](mailto:flysurg@yahoo.com)  
Phone: 316.706.0851 (mobile)  
Phone: 352.273.5768 (office)  
Fax: 352.273.5683





# 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!*

Stihl National Championship Air Races and Air Show	September 15-19, 2021	Reno NV
Civil Aviation Medical Assoc. Annual Meeting CAMI AME Seminar	September 23-25, 2021 Embassy Suites – Brooks	San Antonio TX
AOPA Aviator Showcase	October 1, 2021	Ft. Worth TX
Albuquerque International Balloon Fiesta	October 2-10, 2021	Albuquerque NM
Flying Dentists Fall Board Meeting	October 8-9, 2021	San Antonio TX
<b>FPA 66TH ANNUAL MEETING</b>	<b>October 17-22, 2021</b> <b>Omni (downtown) Hotel</b>	<b>Richmond VA</b>
CAMI AME Seminar	October 18-22, 2021	Oklahoma City OK
Aerospace Medical Assn. Annual Meeting	May 22-26, 2022 Peppermill Resort Hotel	Reno NV
<b>FPA 67th ANNUAL MEETING</b>	<b>May 26-30, 2022</b> <b>French Lick Springs Resort Hotel</b>	<b>French Lick IN</b>
Aerospace Medical Assn. Annual Meeting	May 21-25, 2023 Sheraton Downtown Hotel	New Orleans LA
Aerospace Medical Assn. Annual Meeting	May 5-9, 2024 Hyatt Regency Downtown	Chicago IL
Aerospace Medical Assn. Annual Meeting	June 1-6, 2025 Hyatt Regency Downtown	Atlanta GA