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The Flying Physician

The Magazine of Physician Pilots Since 1957

**63RD ANNUAL MEETING
JUNE 3-6, 2017
KNOXVILLE, TENNESSEE**



Management of Primary and Secondary Hyperparathyroidism: What's new? -pg. 10



Climbing Into the "Health Wagon" -pg. 13



Through the Operation, But Still In Recovery -pg. 43

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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, 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 2017 FPA Annual Meeting begins on Saturday, June 3, 2017, at the Marriott Downtown Hotel in Knoxville, Tennessee. George Shehl, MD, directs the medical education schedule that will include speakers from the local area as well as 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 included in the this issue of FLYING PHYSICIAN magazine. CME presentations and panels are held on Saturday afternoon and Sunday through Tuesday mornings. As life-long 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 A member will contact you to discuss joining.



■ = Trim

■ = Safe Area

■ = Bleed

The *Flying* Physician

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FOR MEETINGS INFORMATION VISIT OUR WEB SITE AT
WWW.FPADRS.ORG



Mark's Remarks

By Publications Committee Chair,
Mark Thoman, MD

PBOR 2, FINALLY!

On July 15, 2016, President Obama signed the third class medical reform (AKA: PBOR 2) into law as part of the 2016 FAA extension bill passed by Congress. Below is a condensed summary of that law.

First: A visit to a personal physician is required at least once every four years. He/She will provide to the pilot an FAA checklist for any issues pertaining to the pilot's health status. Both physician and pilot will be required to sign this document indicating that these issues were, in fact, discussed.

Next, the doctor visit: There will be two parts to this checklist. The pilot will fill out a section before the exam where the questions will include:

- Name and address
- Date of birth
- A short medical history
- A list of current medications
- Information about whether the pilot has ever had an FAA medical certificate denied, suspended, or revoked.

The doctor's third class medical exam is very straightforward. Typical of any PX it includes examination of the: Skin, CNS, HEENT, musculoskeletal, CV, Lungs, GI, GU and any other examination the physician feels is necessary. Once completed the doctor AND pilot sign the form and the pilot must enter the visit in the logbook. There is nothing to report to the FAA, unless requested. It is important to note that the pilot is NOT required to go to an AME.

N.B.: Educational/currency requirements: An online, free-of-charge training course is required every two years on aeromedical subjects which will be available for anyone with internet access.

WHO CAN FLY AND WHAT ARE THE RESTRICTIONS?

Pilots flying under these new rules can be:

- Allowed to operate aircraft weighing up to 6,000 pounds.
- That the aircraft can carry up to five passengers plus the pilot in command.
- The flight will be at altitudes below 18,000 feet.
- The allowed speeds can be up to 250 knots.
- If appropriately rated, the pilot can fly VFR or IFR in qualified aircraft.

Medications? No changes. Since the FAA does not make a complete list of disallowed meds, seeking the most current listings available may be obtained through alternate pilot information services.

Now that the law has been signed, a rulemaking process will be underway. If the ruling is not completed by July, 2017, the pilot may operate within the limits of the legislation without any fear of enforcement.

SUMMARY: This is a condensed version of the new law, but for a more detailed discussion on the rulemaking changes, if any, Special Issuance, ten-year time-limits, expiration options, sport flying, insurance issues, on-line courses, etc. are available through organizations, such as the AOPA, EAA, and the FAA. These organizations were the primary sources for this editorial.

From the
Left Front Seat

A Message from the President
Charles R. Reininger, MD



Next Generation Air Transportation System

The Next Generation Air Transportation System (NextGen) is the new National Airspace System due for implementation in stages across the United States between 2012 and 2025. NextGen proposes to transform America's air traffic control system from a radar-based system with radio communication to a satellite-based one. GPS technology will be used to shorten routes, save time and fuel, reduce traffic delays, increase capacity and permit controllers to monitor and manage aircraft with greater safety margins. Radio communications will be increasingly replaced by data exchange, and automation will reduce the amount of information the air crew must process at one time.

NextGen consists of four elements:

1) Automatic dependent surveillance-broadcast (ADS-B). ADS-B will use Global Positioning System (GPS) satellite signals to provide air traffic controllers and pilots with much more accurate information that will help to keep aircraft safely separated in the sky and on runways. Aircraft transponders receive GPS signals and use them to determine the aircraft's precise position in the sky. These and other data are then broadcast to other aircraft and air traffic control. Once fully established, both pilots and air traffic controllers will, for the first time, see the same real-time display of air traffic, substantially improving safety. The FAA will mandate the avionics necessary for implementing ADS-B.

2) Next Generation Data Communications (Data Comm). Current communications between aircrew and air traffic control, and between air traffic controllers, are largely by voice. Initially, the introduction of data communications will provide an additional means of two-way communication for air traffic control clearances, instructions, advisories, flight crew requests and reports. With the majority of aircraft data link equipped, the exchange of routine controller-pilot messages and clearances via data link will enable controllers to handle more traffic. This will improve air traffic controller productivity, enhancing capacity and safety.

3) Next Generation Network Enabled Weather (NNEW). Seventy percent of NAS delays are attributed to weather every year. The goal of NNEW is to cut weather-related delays at least in half. Tens of thousands of global weather observations and sensor reports from ground-, airborne- and space-based sources will fuse into a single national weather information system, updated in real time. NNEW will provide a common weather picture across the national airspace system and enable better air transportation decision making.

4) National Airspace System Voice Switch (NVS). There are currently seventeen different voice switching systems in the NAS, some in use for more than 20 years. NVS will replace these with a single air/ground/ground voice communications system.

The Ins and Outs of ADS-B

This info has been extensively covered in many webinars and articles including the *FPA Member Online Bulletin*, *Flying Magazine* and *The Federal Aviation Administration* web sites, to name a few.

What does it mean? ADS-B -stands for Automatic Dependent Surveillance – Broadcast

- It is Automatic because it transmits and does not require pilot or operator input for broadcast data.
- It is Dependent on the aircraft being properly equipped with GPS or other suitable Navigation systems.
- It is Surveillance that provides a method of determining 3D dimensional position and identification of aircraft.
- It is Broadcast because it transmits the information available to anyone with the appropriate receiving equipment.

ADS-B replaces radar technology with satellites, bringing major advantages. Radar relies on radio signals and antennas to determine an aircraft's location. ADS-B uses satellite signals to track aircraft movements.

ADS-B Out (1090MHz) –Mandatory by Jan. 1, 2020.

ADS-B Out works by transmitting information about an aircraft's location, ground speed and other data to satellites once per second. This information is simultaneously beamed back down to a network of ground stations. Air traffic controllers and aircraft equipped with ADS-B In can immediately receive this information. This offers more precise tracking of aircraft compared to radar technology, which sweeps for position information every 5 to 12 seconds.

Radio waves are limited to line of site meaning radar signals cannot travel long distances or penetrate mountains and other solid objects. ADS-B ground stations are smaller and more adaptable than radar towers and can be placed in locations not possible with radar. With ground stations in place throughout the country, even in hard to reach areas, ADS-B provides better visibility regardless of the terrain or other obstacles.

ADS-B In (UAT 978 MHz) – Voluntary equipped.

ADS-B In provides operators of properly equipped aircraft with weather and traffic position information delivered directly to the cockpit. ADS-B In-equipped aircraft have access to the graphical weather displays in the cockpit as well as text-based advisories, including Notices to Airmen and significant weather activity.

Flight Information Services –

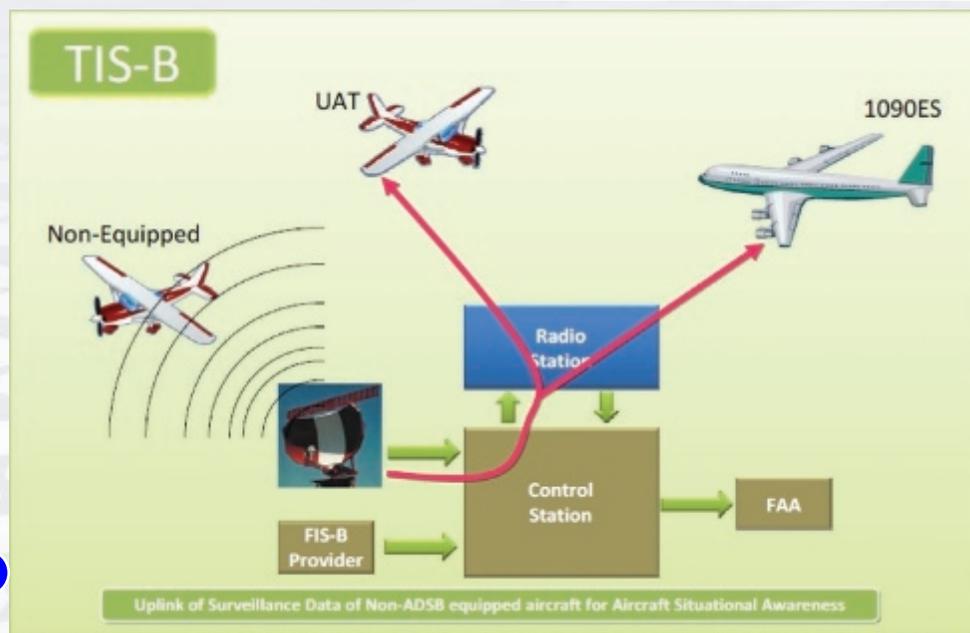
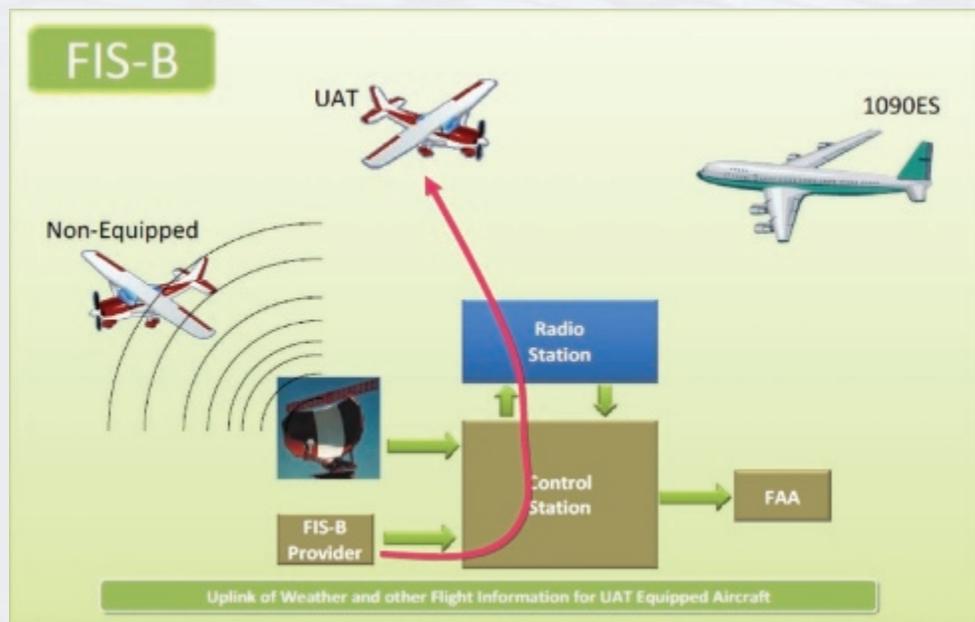
Broadcast (FIS-B)

FIS-B provides the meteorological and aeronautical data to the cockpit. This service is not a client-based service. Instead, it is always broadcast into the airspace on the UAT(978MHz) frequency. This information is not broadcast on the 1090MHz frequency.

Traffic Information Services –

Broadcast (TIS-B)

TIS-B is a client-based service that provides ADS-B Out/In equipped aircraft with surveillance information about aircraft that are not ADS-B equipped. To qualify as a TIS-B target, an aircraft

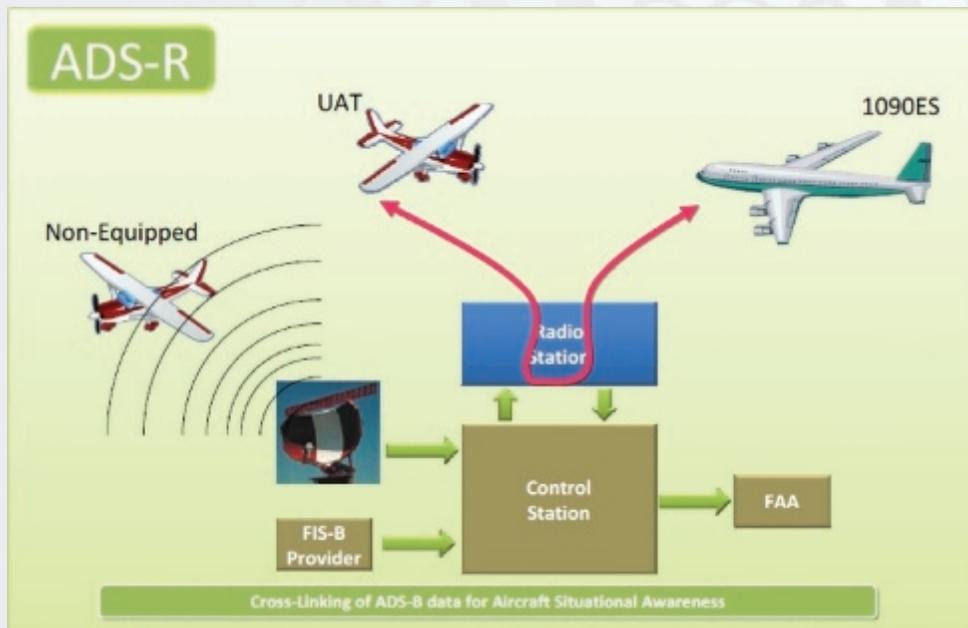


must be equipped with a transponder, and be within radar coverage.

ADS-R

ADS-R is a client-based service that relays ADS-B information transmitted by an aircraft broadcasting on one link to aircraft equipped with ADS-B In on the other link. For example, the information for an aircraft equipped with a 1090MHz ADS-B-Out system will be re-broadcasted to an aircraft equipped with ADS-B In on the UAT (i.e. 978MHz) frequency, and vice versa.

According to the FAA, as of July 2016, more than 21,000 general avia-



tion aircraft have already equipped with ADS-B Out. However, of the 100,000 to 160,000 general aviation aircraft that will need to equip with ADS-B Out, by the Jan 1, 2020 deadline, more than 150,000 general aviation aircraft still lack ADS-B Out avionics.

**The FAA and repair shops recommend that aircraft owners who plan to fly in airspace covered by the mandate — almost all controlled airspace — complete installations as soon as possible. This way they can avoid the expected rush closer to the January 1, 2020, deadline.

Your Transition to Next/Gen Have you installed ADS-B?

What kind of transponder should I install, 1090ES or 978 UAT MHz? All ADS-B OUT transponders perform the same function, regardless of the frequency. An important consideration is the cost of installation.

1090ES transponders are mounted in the avionics stack, in place of an existing Mode C transponder, so they don't require the removal of the interior like most 978 installations (which are typically mounted in the tail of the airplane). In many cases, the installation cost is 30-50% less for a 1090 solution.

1090ES transponder is probably the

right answer. In addition to meeting the mandate, you'll get the features of a new transponder, like a clear digital display, push-button code entry and a dedicated VFR button. 978 requires you to maintain your existing Mode C transponder, so if you already have a new one you may be able to save money with a UAT?

Some 978 UAT transponders require separate control heads to synchronize the squawk code with your existing Mode C transponder – or even a separate panel-mounted indicator light. 1090ES solutions are integrated solutions: simply connect it to your existing transponder antenna and altitude encoder, then add a WAAS GPS antenna if a built-in GPS is included. The one exception is Garmin's GDL88/84, 978 solutions that automatically sync with your Mode C transponder.

Do you fly internationally? 978 UAT transponders are limited to use in the United States, so pilots traveling to Canada, Mexico or the Caribbean should choose a 1090ES transponder.

Do you fly above 18,000 ft.? Aircraft equipped with 1090ES transponders are authorized to fly at all altitudes, whereas 978 UAT transponders are not permitted above 18,000 ft.

There are many systems to choose from. Your choice will be dependent on

the avionics you already have in your aircraft and how much you are willing to spend.

Garmin has recently released the IFR-certified GTX 345 package that looks and operates like a standard Mode S transponder. I have Garmin avionics in my panel, and it will work well with my WAAS GPS. It fits in the same 1.65-inch high slot in your avionics transponder stack. The addition of 1090 MHz ADS-B "Out" transmission capability (using precise GPS-referenced positioning information) enables the transponder to automatically output the more accurate, more dynamic traffic surveillance data that the Next/Gen airspace system requires. Plus, available ADS-B "In" reception unlocks even more capabilities for pilots, enabling them to display ADS-B traffic, weather and more on a variety of installed or portable displays. With this system you can also wirelessly link your iPad with the addition of Flight Stream 110/210.

This will:

- Enable traffic and weather from your avionics to be viewed on your portable device,
- More easily load flight plans – including airways – from your aviation apps including Garmin Pilot, ForeFlight, WingX Pro, or others.
- Provides GPS location and AHRS attitude information.

I am currently in the process of installing the Garmin GTX345 & Flight Stream 210 in my aircraft, and I expect to be completed soon.

There are many other good options depending on your finances, avionics and your choice. Check it OUT (no pun intended) with your radio shop before you buy.

Safe Travels,

Chuck

Charles Reininger, President
2016-2017

From the
Right Front Seat

*A Message from the Right Front Seaters
Chair Carrie Reininger*



Bonjour mes amis. Comment ca va?

Wishing a Happy New Year to all our friends in the FPA. We have celebrated Thanksgiving and Christmas gifting with family and friends. Halloween is over, but not forgotten, from sitting at the front door giving candy to the trick or treat kids – young and old. Our daughter was born on Halloween – trick or treat? She was normal and is doing fine, a registered nurse in California. Our son was born on December 24, and he is also fine, but, WOW, those teenage years. He visits us on Christmas, and we often give him one gift for both his birthday and Christmas combined. Is this an omen? It's something about holidays and our children, but we would not change it or have it any other way.

The Winter Board Meeting (WBM) is coming up soon in Nouvelle Orleans, (New Orleans) -the "Big Easy", January 20-22, 2017. Nouvelle Orleans was founded by Jean-Baptiste Le Moyne in 1718. It is in the area known later as The Louisiana Territory that included Louisiana, Mississippi, Alabama and parts of Eastern Texas. It was unprofitable to France and was handed over to Spain in 1762. Napoleon reclaimed Louisiana in 1803, after alliances with Spain and then sold it to the US for \$15 million. That was considered a tremendous bargain. It is the home of the Mardi Gras (Fat Tuesday), usually held in February or March and The Vieux Carre' (Old Square). There are so many good French restaurants in NOLA, and it is filled with historic attractions as well as being a great place for a meeting. So many things to do, and so little time! Charles and I lived there 7 yrs. while he was in medical school and residency training.

The WBM Welcome Reception and Hospitality is in the Hilton St. Charles Hotel on Friday evening. Dinner is on your own. You will have an opportunity to dine at one of the fine restaurants of your choice; advance reservations are advised. Our Saturday evening traditional group "Dutch Treat" dinner is planned at the Bourbon House, about 3 blocks from the hotel and within walking distance. The Board of Directors meeting and CME Leadership Workshop are in the hotel on Saturday morning and afternoon respectively.

We hope you stay over for the Sunday Treme and Mardi Gras Indian Cultural Tour, the Monday National Museum of WWII Tours and Sunday dinner at Commander's Palace arranged by Dr. Bernie Heckman, the FPA Tour Committee chair.

April is a busy month following Spring Break and Easter/Passover celebrations in March. The Southwest and Western Chapters meet April 6-9 in Durango, Colorado. Dixie and Great Lake Chapters meet April 20-23 in Destin, Florida. Book your hotel reservations early for both these popular sites. They are outstanding flying destinations.

The FPA Annual Meeting is in Knoxville, Tennessee June 3-6, 2017, at the Marriott Hotel Downtown. Land your aircraft at McGhee Tyson Airport – KTYS. TAC AIR is the FBO. Complete details on 'Getting There and Staying There' are in this FLYING PHYSICIAN magazine as well as the recent FPA Member Bulletin sent online. Visit the FPA web site at www.fpadrs.org to register and check the latest schedule updates.

For early arrivals on Friday evening, June 2, an introduction to Knoxville food, craft beers and local winery tour is planned. Saturday morning FPA will join a D-Day Celebration, Salute to Service, at the downtown Island Airport. This is sponsored by the Remote Area Medical organization and will feature the East Tennessee Symphony as well as aviation fly-bys of WWII aircraft. Veterans and active military are encouraged to attend in uniform.

Right Front Seaters and family members have the opportunity on Saturday afternoon to ride and experience first-hand the ease of navigating Knoxville by using the free trolley system. Our local guide will orient everyone as we ride. The Saturday Welcome Reception is planned in the Women's Basketball Hall of Fame, located next door to the Marriott Hotel.

Other planned optional tours include a Sunday lunch and tour of the Museum of Appalachia, a Sunday dinner and theater for a Broadway production of "Dirty Dancing" at the historic Tennessee Theater, a Monday optional visit for members to the Oak Ridge National Laboratory, a Monday downtown tour including an exclusive backstage tour of the Tennessee Theater, visit to SunSphere Plaza, Downtown Market Square and a Tuesday afternoon Civil War in Knoxville optional tour.

Tuesday evening is planned as a fun and informal "Mountain Home" gathering featuring the music and culture of this unique Tennessee Valley area. See the descriptions and registration information for the 63rd Annual Meeting in this FLYING PHYSICIAN Magazine.

You may want to visit the University of Tennessee in Knoxville one afternoon while you are there. The University of Tennessee Graduate School of Medicine (UTGSM) is close and offers 3rd and 4th year medical student rotations, residency and fellowship programs in medicine and dentistry as well as many other academic programs. It has an enrollment of 28,000 students. Neyland Stadium (Neyland pronounced NEE-land) is a sports stadium located on campus and is the home of the Tennessee Volunteers football team. It has also been the site for several National Football League (NFL) exhibition games. The stadium's official capacity is 102,455.

For those interested in the Post-Meeting Tour to Branson, Missouri, the information and registration information is included in this publication as well as on the FPA web site, www.fpadrs.org.

We look forward to sharing time with you in New Orleans, Durango, Destin, Knoxville and Branson! It's an exciting year of travel for FPA members, RFS and family.

Fly safely

Carrie

Carrie Reininger, RFS Chair, 2016-17

Management of Primary and Secondary Hyperparathyroidism: *What's new?*

[Article based on a presentation at the Tri-Chapters Meeting (September 16, 2016, Niagara Falls, NY)]

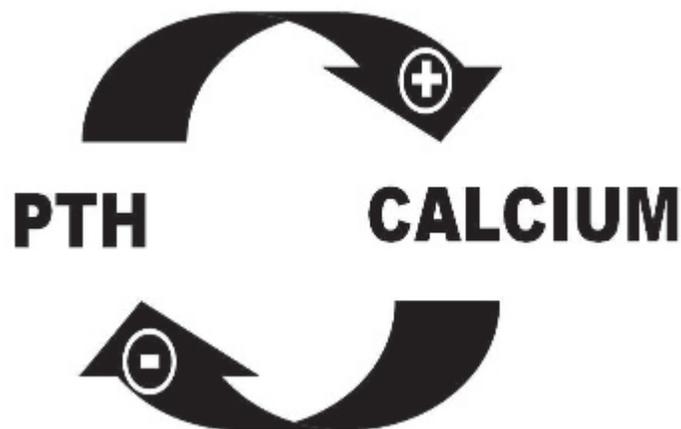
By: Worthington G. Schenk, III, Professor of Surgery, University of Virginia, Charlottesville, Virginia

Primary Hyperparathyroidism

What's new?

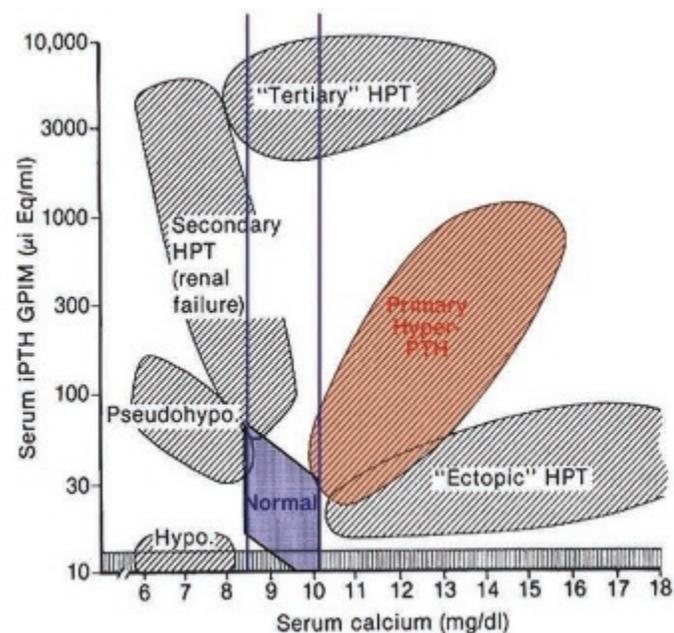
- Simplified diagnostic evaluation
- Patient presentation
- Improved pre-op imaging quality
- "Minimally invasive" parathyroidectomy

Primary hyperparathyroidism (1'hPTH) is defined as inappropriate excess secretion of parathyroid hormone. Normally functioning parathyroid glands keep blood calcium level quite tightly controlled in a narrow range, through a negative feedback loop.



Simplified calcium vs. parathyroid hormone feedback loop. Elevated calcium level results in direct negative feedback on PTH hormone production and secretion.

PTH hormone secretion elevates calcium level; as the calcium concentration increases, PTH secretion is suppressed. Thus almost all patients with 1'hPTH have hypercalcemia, and historically the medical exercise associated with this disorder has been evaluation of the differential diagnosis of hypercalcemia, which includes numerous causes ranging from metastatic cancer to prolonged immobilization, but 1'hPTH is at the top of the list. Thus with the development of an accurate and widely available assay for PTH hormone, the diagnostic evaluation has become quite simplified: simultaneous elevation of both serum calcium and PTH hormone level usually clinches the diagnosis.



Calcium vs. parathyroid hormone nomogram.

Note that there is a small segment of the 1'hPTH envelope that extends down into the "normal" PTH range, where the PTH hormone level is referred to as "inappropriately normal". Patients displaying this scenario have secretion of PTH hormone which is inappropriately excessive for their calcium level, and thus are included with this diagnosis. Except for familial forms of 1'hPTH, the disorder is usually associated with hyperplasia and enlargement of only one of the four PTH glands, referred to as a parathyroid adenoma. However, the diagnosis is made based on the biochemical data; imaging of the glands is reserved for surgical planning.

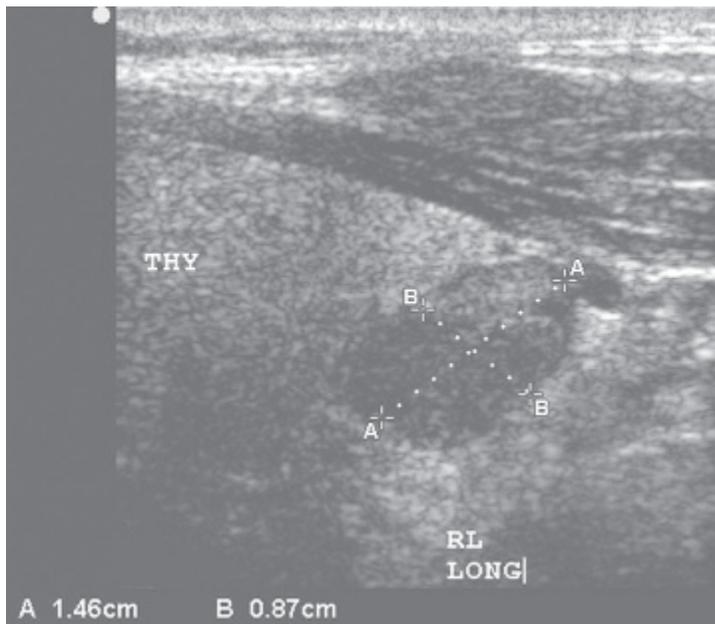
The widespread use of the multichannel autoanalyser for the reporting of blood chemistries, including a calcium level whether you wanted it or not, has brought about two changes in the landscape of 1'hPTH: The incidence in the general population has increased, and the most prevalent presenting "symptom" is an asymptomatic patient with hypercalcemia. Truly symptomatic patients are somewhat less frequent, with the most common true symptom attributable to the disease being renal stones. Other symptoms such as vague GI, musculoskeletal, and neurological complaints may be present as

well, but are quite nonspecific. There is an occasional patient whose deterioration in mental acuity from chronic hypercalcemia has been so gradual that it is not appreciated until after it has been reversed.

A family history should be included in the work-up. Familial forms of 1^hPTH include Multiple Endocrine Neoplasia Type I (Wermer's Syndrome) and MEN II (Sipple's Syndrome). While these are quite rare, their identification is important for the testing of family members, and for the identification of associated abnormalities. Correct identification of these familial forms is important for surgical planning, since they are associated with hyperplasia of all PTH glands, rather than a single adenoma.

The morbidity associated with prolonged 1^hPHT includes renal functional impairment, kidney stones, decrease in bone structural integrity, and other cardiovascular complications. Do all patients with 1^hPHT require surgery? No, asymptomatic patients with mild hypercalcemia (10.5 – 11.0 mg/dl) can safely be followed with periodic checks; post-menopausal women should get a bone density scan at least annually. But surgical removal of the parathyroid adenoma remains the only effective treatment and permanent cure of the condition, and is associated with excellent results and low risk of complications.

Since only one of the four PTH glands is involved over 95% of the time, the strategy of "minimally invasive" parathyroidectomy has evolved, wherein the abnormal gland is identified with pre-operative imaging, and a focused limited surgical exposure and excision is carried out. The abnormal PTH gland can be identified by radionuclide scanning, ultrasound, dynamically-enhanced CT scan, or a combination of these.



Preoperative ultrasound localization of a right lower parathyroid adenoma. The adenoma is an ovoid, well-delineated, solid, hypoechoic nodule, slightly effacing the capsule of the thyroid gland at the inferior apex.

All three imaging modalities have seen significant improvement in accuracy over the past decade, such that accurate pre-operative localization can be reliably obtained. This "minimally invasive" approach (or perhaps more accurately described as "image-guided") permits a shorter and arguably safer surgical experience with a shorter recovery time; even same-day ambulatory outpatient surgery.

The additional technology that improves the cure rate of the "minimal-invasive" approach is the use of a rapid intraoperative assay for the PTH hormone. The half-life of the hormone in circulation is about 7 ½ minutes. Since an occasional patient will have a second hyperfunctioning gland, the inclusion of the rapid PTH hormone assay can corroborate the normalization of PTH physiology before the patient recovers from anesthesia. Because there is not 100% correlation between anatomic enlargement of the PTH gland and hyperfunction, some surgeons prefer routine 4-gland exploration rather than the image-guided approach. At this time, both approaches are considered standard of care, with equivalent overall results.

Secondary Hyperparathyroidism

What's New?

Most patients do not require surgery
Innovative medical treatment has not made the expected impact

Secondary hyperparathyroidism (2^hPTH) is defined as *appropriate* excess secretion of parathyroid hormone. While there are several nutritional and metabolic potential causes, the most prevalent etiology, and the only one likely to be seeking surgical therapy, is chronic renal failure. Renal failure includes a number of metabolic abnormalities, including impaired vitamin D metabolism, hyperphosphatemia, and lowered ionized calcium, which act to stimulate PTH secretion and multi-gland hyperplasia. Unlike those with primary hyperparathyroidism, patients with renal 2^hPTH are not hypercalcemic; indeed the PTH glands are hypersecreting to keep the patients out of the hypocalcemic range, typically maintaining them on the low side of normal. Most patients with 2^hPTH are asymptomatic; patients with prolonged and/or severe hypersecretion will have decreased skeletal bone density and may complain of joint pain and muscle weakness. Nearly all patients with dialysis-dependent renal failure will have PTH hormone levels in the 100-300 pg/ml range, but the majority, up to 95%, do not require surgical treatment.

Prevention, or at least amelioration, of the consequences of 2^hPTH is part of the long-term medical management by the patients' nephrology team. Vitamin D3 (dihydroxycalciferol) supplementation, dietary management, oral calcium supplementation, and medication to reduce hyperphosphatemia can usually keep 2^hPTH under control.

For those patients not effectively managed medically, surgery becomes an option. The elevated PTH hormone level, per se, is not an indication for surgical treatment, unlike 1'hPTH. For patients who have not been adequately controlled on the above medical regimen, the next step is inclusion of the medication Sensipar (generic name: cinacalcet). This drug is a "calcimimetic". It binds to the calcium receptor of the parathyroid cell with high affinity, making the gland "believe" that the patient is hypercalcemic, and thus suppress PTH secretion through the normal feedback mechanism. There was high expectation when this drug became available that it would render surgical treatment for renal 2'hPTH obsolete. Curiously, since the introduction of Sensipar, there has been essentially no change in the number of patients requiring surgical treatment for renal 2'hPTH. The reason for this is not entirely clear. One hypothesis for this is that the patients that fail medical management are those who are noncompliant with their prescribed medications, and therefore it matters little which medications are prescribed.

The degree of PTH hormone elevation is not a good measure of the risk of developing significant complications from this disorder. In addition to failure of well-documented maximum effort at medical control, the measure which best stratifies the risk of continued under-treated 2'hPTH is the calcium x phosphorus product. This inexpensive laboratory value, based on two values that are routinely followed in the dialysis population, correlates well with the risk of the development of cardiovascular and musculoskeletal complications, and thus is helpful in selecting appropriate patients to refer for surgical management. For example, a patient with a calcium level of 9.0 mg/dl and a phosphorus level of 5.0 mg/dl would have a product of 45. A value below 55 is considered to demonstrate

"adequate" control. A value between 55 and 65 suggests the need for further intervention, including possible surgery. A value over 65-70 is a strong indication to pursue surgical parathyroidectomy. In addition to the Ca x PO4 product, surgery may be considered when there is progressive bone density deterioration on sequential bone density scans, or the development of significantly disabling musculoskeletal symptoms such as joint pain and proximal muscle weakness.

Although quite rare, the development of related skin ulcerations, called Calcinosis Cutis or Calciphylaxis, is an indication to proceed to surgical ablation of hyperfunctioning PTH glands without delay.

There are two accepted approaches for the surgical treatment of renal 2'hPTH: Subtotal parathyroidectomy, or total parathyroidectomy with PTH autotransplant. The former involves identification of all hyperplastic glands and removal of all but part of one, leaving about 70 mg of functioning tissue in place on its normal perfusion. The latter includes excision of all parathyroids, confirmed with intraoperative PTH hormone measurement, plus re-implantation of about 70 mg of PTH tissue in small pockets in the brachioradialis muscle in the forearm. The rationale for the more complex autotransplantation procedure is that the patient who still has renal failure remains at risk for recurrent hyperplasia of any remaining PTH tissue. Re-excision of part of the recurrent hyperplasia in the forearm is a simple outpatient procedure under local anesthesia, avoiding repeat neck surgery. Studies have shown that the requirement for repeat surgical ablation is actually quite rare, thus there is support for subtotal parathyroidectomy as the preferred approach, as it is a simpler procedure with shorter hospital stay and simpler and safer postoperative recovery.



ABOUT THE AUTHOR:

Worthington G. "Sandy" Schenk, III, MD, is a Professor of Surgery at University of Virginia, Charlottesville, Virginia. In addition to his surgical practice, he has a particular interest in the use of ultrasound for pre-op planning for vascular surgery as well as for identification of parathyroid pathology. Dr. Schenk has owned a Seneca III for a little over a decade and a member of the FPA Dixie Chapter. When his daughter started at University of Alabama in 2015, the airways between Charlottesville and Tuscaloosa became very familiar.

REMOTE AREA MEDICAL - Helping Our Appalachian Neighbors Volunteer Medicine

This article was previously published in the patient newsletter published by FPA member John T. Kihm, MD, and is reprinted in the FLYING PHYSICIAN magazine with his approval and consent.

In a win-win medical mission to beautiful Marion, Virginia, west of Wytheville, VA, hundreds of grateful patients gathered for free medical, dental, and eye care. Under the leadership of Remote Area Medical (RAM) based in Knoxville, Tennessee, 300+ volunteers piled in to help people and have fun, donating a weekend of high level care to men, women and children from far and wide. A caravan of medical vehicles and tents—even a tent-pharmacy—converged upon Mountain Empire Airport for this wonderful Smith County expedition.

What a sight! Reporting for duty at 6:00 am, the little medical community already hummed with activity: Volunteer la-



Inside the Medical RV

Pap smear clinic RV, and the hospital lab-drawing table were all staffed and ready to go! Out by the parking lot, the triage tent for blood pressure and blood sugar checks was lining up patients. The meal tent had hot coffee and breakfast serving us all on that chilly April morning. Nice job, RAM—this was going to be fun!

I climbed up the steps of the medium-sized RV and started working. Digging through drawers of equipment, I found basically everything I had in my own office. Blessed with two



Climbing Into the "Health Wagon"



Caravan on Airport Tarmac

...dies at the check-in table had our badges ready to wear. To the left, the dental clinic, with its 35 chairs, sterilizing equipment and instruments and teams of dental professionals was ready to go! Ditto the eye clinic on the right—refraction equipment and lens lab ready to go. Out on the airport tarmac the mobile semitrailer x-ray truck, the mammogram truck, the women's

exam rooms (each slightly wider than the exam table), a nurse, a check-in helper, a nursing student and a runner (to shepherd patients from one area to the next). We could crank it out! We learned later this RV was the one used by the two nurse practitioners featured on "60 Minutes."

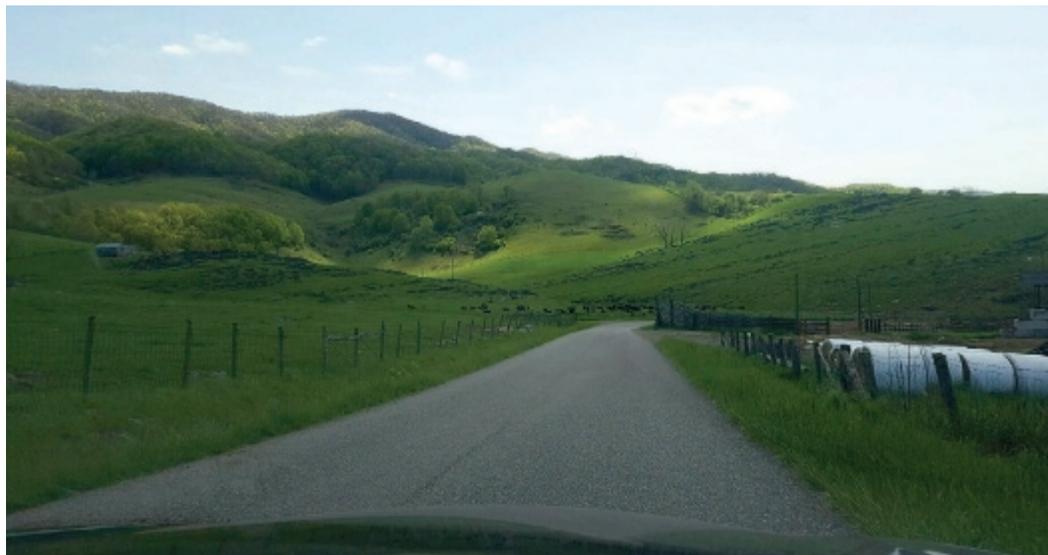
No sooner had I sorted the equipment than the first sleepy patient clambered up the steep RV steps. Blood sugar 450, the patient had slept in his car all night to be toward the front of the service line. He had forgotten his insulin at home 60 miles away, and he had run out of blood pressure medicine 2 months ear-



Pharmacy Tent

lier. He needed 4 teeth pulled in the dental hangar, but the pre-op rule is for blood sugar below 300. "Ok, let's go with 12 units of regular insulin from the RV next to mine with the fridge for insulin. And I wonder if the pharmacy tent has blood pressure medicine to tide him over." The runner escorted him to the insulin van, then to the pharmacy tent. In short order both his blood sugar and blood pressure were acceptable. Off he went to the dental clinic in the hangar, where four bad teeth would be pulled. And so it went. Patient after grateful patient was evaluated and treated for a host of medical problems. They caught up on decades of missed care. Their appreciation was palpable. And I'll tell you what—in volunteering it takes very little to do a whole lot! The local leader wrote a nice letter to us for our service.

RAM volunteers travel mostly to Appalachian sites, but they also provide disaster relief across the US and world, <http://ramusa.org/>. I first served with RAM 16 years ago, when looking for ways to combine flying with medical ser-



Appalachian Road

vice. Typically RAM sets up at airports to see large numbers of patients, which worked out well for me because I could fly to the weekend missions.

The best part of this Appalachian mission was in helping appreciative, nice patients and having fun with the adventure.

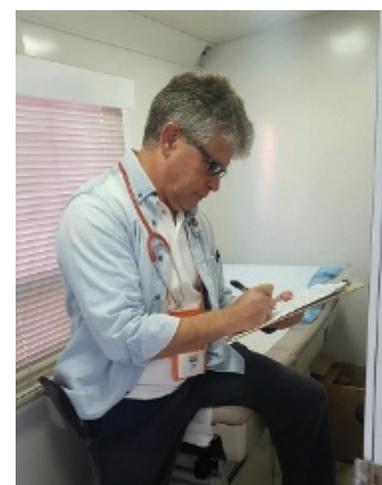
But the fun didn't stop at the airport: I had a little time to drive around the hilly surroundings, I toured Hungry Mother State Park, had dinner on Main Street, and I met dozens of



Dental Operatory in Hangar

nice patients and volunteers. Yet another mission perk was in staying at the Collins House Inn, an historic B & B on Main St., Marion, www.collinshouseinn.com/. Mike Edwards and his wife opened the doors to this lovely house in their gratitude to volunteers. If you are looking for a wonderful place to stay in the Marion area, look no further!

"Help other people and have fun," is my motto. Each volunteer experience brings new adventures, landscapes and people. Gratitude abounds, which brings me to say, "Thank you, patients and friends, for your support of me." Your support helps me help others, and I appreciate you.



Next Patient, Please



Let's Help our Neighbors



*Stan Brock,
RAM Founder*

Stan Brock, the man most identified with the long-running television show, "Wild Kingdom", founded Rural Area Medical following a personal injury suffered miles from medical help in Guyana. There he witnessed the near devastation of whole tribes by what would have been simple or minor illnesses in more advanced cultures. He returned and in 1985 founded Remote Area Medical to deliver basic medical aid to people in the world's inaccessible regions.



*John T. Kihm, MD,
Durham, NC*

The RAM headquarters are just outside Knoxville, Tennessee. Many of their clinics are hosted in the Appalachian region and have now extended to California, Texas and Florida in addition to their international work. Learn more about their mission and core values by visiting their web site: ramusa.org

Thank You, RAM

To All Volunteers,

On behalf of the RAM Smyth County Committee I want to thank each one of you who gave of your time, talent and energy in order to make our first RAM clinic a success. Because of your dedication we were able to provide a number of services to folks throughout our region and bring an overall improvement to the health of our communities.

As a result of your presence we were able provide information related to health care as well as healthy living and options for services available within our region. You provided food for our volunteers as well as snack bags for our patients throughout the event. During the three day clinic we were able to treat at least 813 unique patients that accounted for at least 1049 patient visits. Through dental you provided cleaning, extractions and restorative care to at least 450 patients. In vision you performed eye exams and glasses for at least 419 patients. In medical and medical specialty you evaluated and treated at least 180 patients.

As you can see, you have made a tremendous impact in the lives of many in our communities and there is no way we can fully express our gratitude. We are so blessed and thankful for each one and your willingness to serve with us as we serve one another in such a vital way. We will be providing a RAM clinic again next year and for years to come, so we hope you will consider volunteering in the future as we move forward in providing dental, vision, and health care to those who couldn't otherwise afford these services. Together we can make a difference.

*Harry Howe, PA
RAM Smyth County
Community Host Leader*

Cuba: A Trip Back In Time

By: John R. Freitas, MD

I left Cuba in 1951 as a six-year-old and have long hoped to return to validate some of my wonderful childhood memories. Over the years I flew over and around Cuba on flights to the Cayman Islands and Haiti, and the view from 6,000 ft. of the forbidden island only whetted my desire to walk the streets of Havana again.

Since President John F. Kennedy imposed travel restrictions on United States (U.S.) citizens visiting Cuba in 1963, it has been virtually impossible for ordinary American tourists to travel to Cuba. With the collapse of the Soviet Union in 1991, Cuba lost billions of dollars of Soviet subsidies and relied on world-wide tourism to Cuba (1.1 million visitors in 2010) as its major source of income. As of January 15, 2015, travel restrictions to Cuba for Americans were essentially removed.

2015

On November 5, 2015, FPA members Doug Johnson and Felix Tormes flew the first FPA-related trip to Cuba with sponsorship by Jim Parker and Caribbean Flying Adventures (CFA) to grease the skids (e.g. U.S. travel declaration, Cuban visa, Cuban landing permit, etc.) To read the full story of this initial exploration, see FPA Flying Physician Magazine, Vol 58, Issue 2, December 2015. Felix Tormes piloted N5238V with Johnson as co-pilot. This initial foray was positive, and recruitment for a larger FPA trip began in June, 2016, culminating in a group of 17 planes (including seven FPA members and their families) departing for Havana on Monday, October 24th, again under the auspices of CFA. This pre-packaged FPA trip including a Sunday night briefing by Jim Parker in Marathon, FL, Cuban landing fees, guided bus transportation, 5 nights lodging, all meals and limited drinks, ranged in price from \$2400-3300/person, depending on the number of aircraft passengers and their preferred single or double accommodations.

2016

DAY ONE: After filing our U.S. IFR flight plan and eAPIS departure, 15 of 17 planes departed non-towered KMTH on October 24 at five minute intervals into overcast skies beginning at 7:30 am for the 159 NM flight to Jose Marti International Airport (MUHA). We were expecting to receive the filed clearance of G448 UVA J1 UHA MUHA in the air from Miami Center. Such was the not the case as we were re-routed to FIS G765 MAXIM AVSAK MUHA and then received multiple vectors and changes in altitude as our armada proceeded into Cuban airspace under Spanish-accented English-speaking



Foreflight-generated flight plan on Day 1.

ATC to MUHA.

After we all arrived, received our Cuban visas and had our passports stamped, we boarded our travel coach for our guided trip with Jorge (our guide for the next four days). Our first local destination in Havana was to the Jose Marti Memorial, a site dedicated to the martyred father of an 1892 Cuban



One of the Transtur 44-52 seat tourist buses provided by Havanatur (Cuban Tourist Bureau) with tour guide for our daily travels.



Jose Marti Memorial, 358 ft., the tallest structure in Havana.

Independence movement in Plaza de la Revolucion. This very large plaza is often the location of political rallies and even Papal masses attended by tens of thousands.

Our first taste of Cuban cuisine soon followed with lunch at a restaurant on the Malecon, the Havana main avenue behind the north-facing Atlantic seawall. As previously briefed, charges incurred for extra drinks or incidentals must be paid in Cuban currency (the CUC) since credit cards and U.S. currency are not accepted. The 10% currency change penalty for U.S. currency can be avoided by bringing Euros. As we waited for



Classic hotel built in 1930 that hosted the famous and infamous during Havana's entertainment heyday prior to the revolution.

hotel check-in at the Hotel Nacional de Cuba, we were treated to vintage automobile rides through the Miramar District.



Well-maintained American cars from 60 years ago are a common sight in Havana.

This district of Havana features embassies and other well-preserved homes. After check-in to our dated but acceptable hotel rooms, a bus ride to a local restaurant concluded our first day in Havana. Those desiring internet access were able



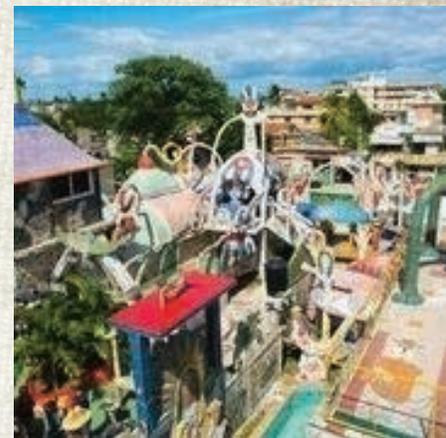
Hemingway's tower office adjacent to the home affording a splendid view of Havana in the distance.

to purchase Etecsa pre-paid cards for 1-5 hours of service.

DAY TWO: After our breakfast buffet, we boarded the bus for the ride to Ernest Hemingway's home, Finca Vigia, located 15 miles outside of Havana. This was his home and where he lived from 1939-1960. According to the tour guide, the house was donated to Cuba as a museum by Hemingway's last wife, Mary, after his death; however, expropriation by the Castro regime is the reality. Much of his novel, *For Whom the Bell Tolls*, was written here along with *Old Man and the Sea*, Hemingway's last novel, that won him the Pulitzer Prize in 1952 and led to his Nobel Prize in Literature in 1954. You cannot enter this fascinating house, but you can view its rooms through open doors and windows.

Our ride from Havana to Hemingway's home and back gave us a flavor of the Cuban revolutionary culture and spirit fostered by Castro's socialist society. There were numerous sightings of revolutionary billboards, memorials to fallen leaders, tributes to Fidel Castro and Che Guevara, and references to the ongoing struggle of everyday life of the average Cuban worker who makes \$15-20/month and subsists on government ration cards. Cubans welcome the easing of U.S. tourist restrictions and the promised influx of Norte' Americanos and their tourist dollars to sustain their chosen socialist society.

The late afternoon featured a trip to Fusterlandia, a region in northwestern Havana. There a local artist, Jose Fuster, has decorated his home, studio, and many adjacent residences and shops in a surreal fashion using ceramics, mosaics and paintings. Day 2 ended with dinner at a private restaurant and a visit to the Buena Vista Social Club Cabaret.



"Fusterlandia" with innumerable ceramic sculptures, mosaics, and paintings.

DAY THREE: Our Wednesday itinerary started with a visit to one of the local cigar factories where multiple brands are made individually by hand, depending on what is selling or in short supply at the moment. We viewed tobacco leaf selection and watched and/or participated in rolling a few of the robusto size cigars. Much to the consternation of our guide, Jorge, several of our group engaged in "illegal" purchasing of real/fake cigars from local vendors under video surveillance. This prompted Jorge to deny all responsibility for any subsequent incarcerations that, fortunately, did not ensue. We then visited a state-owned store selling every brand of Cuban cigar imaginable and selected rums (13-48% alcohol) at prices matched or bettered by our hotel shops.

Next we visited La Habana Vieja (Old Havana) adjacent



The Cuban Baroque style Cathedral of Havana San Cristobal completed in 1777, fronted by the Plaza de la Catedral



Colonial style street leading to the Capitol Building, the former seat of government prior to the Revolution that now is home to the Cuban Academy of Sciences.

to Havana Bay. Colonial buildings have been restored and well maintained in contrast to the rest of Havana which reflects 60 years of low or nonexistent maintenance. We were then off to a harbor side warehouse converted into an open-air market



Entrance to Fortress San Salvador de la Punta that guards the west side of narrow mouth of Havana Bay

featuring innumerable booths of handcrafted art and clothing at reasonable prices mixed in with the usual T-shirt and other trinket sellers. Our day concluded with the best Havana dinner of our trip in a converted private home restaurant (Versus 1900), located only blocks from our hotel.

DAY FOUR: A Thursday morning departure from the



Four of our aircraft waiting to launch from MUHA in sequence into the overcast.

hotel to MUHA ended our stay in Havana. Jim Parker filed all 17 IFR flight plans for us to travel 121 NM to Jaime Gonzalez airport (MUCF) in Cienfuegos. We followed a choreographed departure sequence which



Foreflight-generated flight path to MUCF

slowly evolved, and some aircraft landed in MUCF before all had departed MUHA. A SID directed us straight out runway 06 to 6000 ft. before we received a right turn direct to MUCF to avoid a restricted area just south of our route of flight. However, as we neared MUCF, most of us received vectors out into the Golfo de Cazones that further delayed our arrival into MUCF.

Now running 2-3 hours behind our itinerary, we hopped onto our bus with a new guide, Jose. Following a late lunch at Punta Perdiz, we then split up into two groups. One stayed to snorkel in a local coral encrusted pool or the adjacent bay, while the rest took the bus to the Bay of Pigs Museum. Those who snorkeled reported a good time was had by all. The value and impact of the museum visit was unfortunately diminished by its lack of English translation. The Bay of Pigs fiasco (from an American perspective) opened the door to greater Soviet involvement in Cuban affairs and led directly to the Cuban Missile Crisis which poisoned U.S.-Cuban relations for the last 50 years. Belatedly, we arrived at Hotel Jagua in Cienfuegos, had dinner in the hotel, and “crashed” after a long day.

DAY FIVE: Friday morning presented with intermittent rain, but still permitted a group picture to be taken of our FPA contingent in front of the Palacio de Valle, a former stunning mansion built in 1917 and now a reception venue and restaurant. We were treated to a city tour of Cienfuegos (a UNE-



The FPA contingent left to right: Matt, Susan, Ben, and Karel Rybnicek, Rose Kottke, Randy Edwards, Jon Grazer, Ramon and Gina Pabalan, Tina and Felix Tormes, Steve and Carmelina Busuttil, Beth, John, and Steve Freitas.

SCO World Heritage site) featuring a well-preserved central plaza with its requisite statue of Jose Marti surrounded by an impressive theater (Teatro Tomas Terry opened in 1890) and other government buildings. This city center was involved in multiple battles during the Cuban revolution, the first on September 5, 1957, and that is highlighted on posters and billboards throughout the city.

We then bussed for 90 minutes to Trinidad, another UNESCO World Heritage site that celebrated its 500th year in 2014. Along the way, we encountered many more reminders of the long heritage of this region to free itself from Spanish oppression. It started with the first war for Cuban Independence (1868-1878) led by Carlos de Cespedes who freed his African slaves and others working the ubiquitous sugar cane fields. He led an unsuccessful armed uprising. Cespedes is referred to by Cubans as "their George Washington". The desire of the Cuban populace to embrace socialist ideology is displayed by many signs trumpeting Hugo Chavez, the former socialist President of Venezuela. Encounters with various other conveyances along the two-lane highway hindered our travels. Arriving in Trinidad and wandering around cobble-stoned streets revealed an evolving city still clinging to its past and reliance on tourism as its major source of revenue.



One of many revolutionary billboards highlighting 150 years of the fight of the Cuban people against outside oppressors.

Returning to Cienfuegos, we enjoyed a pleasant, but rainy, dinner at an outside bay-front restaurant prior to preparing for our early morning launch from MUCF back to KMTM or KEYW.

DAY SIX: With our arrival eAPIS filed before our U.S. departures and Jim Parker filing our flight plans back to the U.S., we departed for the hour flight back to the mainland, diverting or flying over the heavy rain south of the keys.



One of many horse-drawn vehicles carrying passengers or produce that tootled down The road at their own pace.



A typical street in the old section of Trinidad.

To summarize, this was a great trip facilitated by CFA's careful planning. The Cuban government directed our travels through their Havanatur Agency, but still exposed us to the Cuban culture and its people. Our two tour guides were very forthcoming in their comments and responses to questions. With the easing of travel restrictions for Americans, there are no roadblocks to your visit. If you are adventuresome, you really should not miss an opportunity to see this Third World country in its current state before the Castro brothers depart this life and the inevitable changes ensue.

Adonai Mission Trip 2016

By: Douglas W. Johnson, MD
 Immediate Past-president, FPA

I had the opportunity to represent FPA over the last week-end of October, 2016, as a member of the Adonai Missions Outreach program taking place in Acuna, Mexico.

George Rodela has been leading regular medical missions to this city of over 200,000 just across the Rio Grande from Del Rio, Texas, for over 20 years. His Christian Adonai Missions Outreach organization helps provide support for indigent care in that city in collaboration with the Acuna D.I.F. (roughly the equivalent of a "Department of Health" in the States). This time was no exception. A full-day health fair at a municipal facility in Acuna was scheduled for Saturday and included children's immunizations, dentist visits, and volunteer Mexican and U.S. (me) physicians seeing small children through the elderly with myriad ailments.



FPA Member Doug Johnson arriving for Acuna Mission



Assembling durable medical equipment

George and his team were certainly well organized and ready for my arrival Friday afternoon. CAVU weather and an unusual tailwind allowed me to fly non-stop from Jacksonville, FL, to Del Rio, TX. We stayed in a motel near the airport and reviewed our activity plans that evening with the entire team, after we unloaded a trailer-full of donated durable medical equipment (walkers, crutches, glucometers) and even a full-sized ping-pong table. The next morning we carpooled across the border in two vehicles to the health fair site, unpacked/assembled the cartons of donated equipment, and set up our pharmacy. Adonai purchased and brought an extensive assortment of medicines covering four pages of inventory.

The folks in Acuna—pa-



Dr. Johnson with patient and family



Doug Johnson with patient, interpreter and nurse

tients and staff alike—were very appreciative of our presence and efforts. The people were

friendly and upbeat. Knowing I was an oncologist, they even brought in a child with retinoblastoma for me to see, as well as a patient with advanced breast cancer. Fortunately, they both were receiving good care in Monterrey, Mexico, which is four hours from Acuna and the closest oncology facility. Following the clinic, we visited a teenage mothers' live-in center that was started 12 years ago by another volunteer who was originally from upstate New York. After an exhausting day, we stopped at a local cantina and had some great local food before re-crossing the border back to Del Rio.

Sunday morning, I headed back to the airport with another of the volunteers (Joe—a former USAF B-52 weapons officer) who had flown in with his High-risk OB nurse wife and another on-



Pediatric patients with Dr. Johnson (far right)



Vaccinations at clinic

cology nurse from Ft. Worth, TX, in his C-172. CAVU weather persisted throughout the Southeast, and 4.7 hours later I was

safely back home in Florida.

This event was a great opportunity to both serve the needy and to embody our FPA pillar of Charity, and I would encourage more of us to participate in future Adonai trips. The ability to fly without having to cross the border and land near the site



Volunteers after long day

of the charity work made the trip easy, as did the fact that the entire project was completed in 3 days (including travel time).

PLAN AHEAD FOR 2017!

Mark October 28, 2017 on your calendars for next year's Adonai Mission to Acuna. It's a wonderful opportunity.



Mission Accomplished - volunteers relax



Margo Austin
2016 Co-Pilot of the Year



FPA AWARDS NOMINATION FORM



Ronald D. Craig, MD
2016 Distinguished Service Award

Purposes of the Flying Physicians Association:

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

Date: _____ My name: _____

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

I am nominating (Name of nominee) _____ for:

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

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

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

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

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

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

Flying Physicians Association, 11626 Twain Drive, Montgomery, Texas 77356

* 936-588-6505 * FAX 832-415-0287 * E-mail ahenderson@fpadr.org

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**Distinguished Service Award**

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

Co-Pilot of the Year

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

2010 Carrie Reinninger
 2011 Betty Hunt
 2012 Tina Tormes
 2013 Mary Briccetti
 2014 Ana Stransky
 2015 Cindy Mulvey
 2016 Margo Austin

Airman/woman of the Year

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

FPA Honorary Members

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

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

63rd ANNUAL MEETING

June 3-6, 2017

Knoxville, Tennessee

The 63rd Annual Meeting, June 3 – 6, combines the beauty of the Tennessee Valley and Smoky Mountains, the stimulation of strong medical education and aviation programs, unique mountain music and culture, a vibrant University of Tennessee city, links to the Civil War, World War II and the exciting future in science and developing technology. Knoxville, Tennessee, is often described as a “hidden gem” and recognized as one of the most livable, walkable cities in the US. Come and discover it for yourself!

Registration opens on January 1, 2017. Use the registration form in this magazine or go online to www.fpads.org to register with a credit card.

HOTEL: Marriott Knoxville Downtown, 800.228.9290 reservations. 501 East Hill Avenue, Knoxville 37915. \$139.95 per night plus state and local taxes (currently 17.25%). Complimentary parking, free in-room internet, high floor river view rooms for FPA attendees. Cut-off for group rate will be May 9, 2017, or group block filled before that date.

PRIVATE AIRCRAFT: Fly into KTYS, Mc Ghee Tyson Airport, located 12.5 miles to the Marriott Downtown. Runways 5R/23L - 9000x150 ft. 5L- 23R - 6005x150 ft. Elevation - 979 ft.

FBO: TAC AIR: 865.970.9000. Contact manager, Randall Honea, tysfbo@tacair.com. FPA members receive \$1.00/gal gas discount for full service, no ramp fee with gas purchase, \$30 parking fee for single engine aircraft 5-day meeting and \$45 parking fee 5 days for twin aircraft. Shuttle service by coach to the Marriott Downtown Hotel available on Friday only at specific times between 11:00 am and 4:45 pm.

Other airport Knoxville: KDKX, Knoxville Downtown Island Airport, located 2 miles from Marriott. Runway 8/26 - 3499 x 75ft. Elevation - 833 ft. Contact manager, Tim Hair, 865.577.4461.

COMMERCIAL FLIGHTS: KTYS, Mc Ghee Tyson Airport. Shuttle service by coach to the Marriott Downtown Hotel available on Friday only at specific times between 11:00 am and 4:45 pm.

RENTAL CAR: Arrangements for rental cars are available through FBO. Shuttle transportation at specific hours between 11:00 am and 4:45 pm will be offered from KTYS to the hotel. Optional tours provide transportation. A downtown free trolley operates from the front of the Marriott Hotel, departing every 10 minutes, except Sundays.

TAXI/UBER: One-way Yellow Cab fare between KTYS and the Marriott Downtown is approximately \$30.00; Uber fare approximately \$16.50.

MEETING AND SOCIAL ACTIVITIES

SATURDAY, June 3, 2017

10:00 am OPENING “SALUTE TO SERVICE”
D-DAY CELEBRATION

DOWNTOWN ISLAND AIRPORT

Inside Remote Area Medical Hangar (RAM)

Veterans and active military are encouraged to come in uniform. If not in uniform, show your pride in red, white and blue.

10:00 am Board transportation

Food vendors, military vehicles and displays/exhibits open. Reserved seating for Flying Physicians Association will be marked.

A ceremony recognizing WW II veterans and honoring the men and women of all branches of our armed forces includes a speech by RAM Founder Stan Brock. Music will include the 80-piece Tennessee Wind Symphony, the Smokyland Sound



Barbershop Chorus, and a bagpipe performance. The ceremony will conclude with a RAM® Airborne Delivery Team parachuting onto the airfield immediately following the ceremony (weather permitting).

SATURDAY, June 3, 2017

6:30 pm WELCOME RECEPTION
WOMEN’S BASKETBALL HALL OF FAME

Just a few steps from the Marriott Hotel to the 10-ton, 30-foot basketball towering over this one-of-a-kind museum and Hall of Fame, and you are in the midst of old and new friends, physician-pilots and their families attending the 63rd Annual Meeting. Take a few moments to see how much you remember and to admire the uniforms from the past.



MONDAY, June 5, 2017

6:00 pm STUMP THE IA
South Blount Room, Marriott

Mike Busch, IA, leads the discussion and addresses the concerns and questions of FPA members in this popular and

free-wheeling session. It's serious business mixed with humor, the best "plane" talk as members listen, contribute, discuss and learn together. From the most experienced pilots to the novice learning the ropes, everyone learns something new while trying to "Stump the IA".

TUESDAY, June 6, 2017

6:00 pm ROCKY TOP HOSPITALITY
6:45 pm SMOKY MOUNTAINS GATHERING
FAMILY SUPPER AND AWARDS CELEBRATION
Riverview Room, Marriott

The final event of the 63rd Annual Meeting, and you celebrate the history, the music, the culture and the food of this unique East Tennessee city and area. Applaud and cheer members and RFS being honored for their service and contributions to FPA.

OPTIONAL TOURS/ACTIVITIES

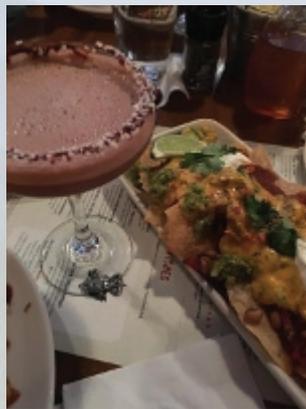
FRIDAY, June 2, 2017

OPTIONAL TOUR: Knoxville Food-History-Fun Tour

6:00 pm Board Transportation

Deadline to reserve: May 1, 2017

Join us for a guided food tour of the distinct areas of Downtown Knoxville – Volunteer Landing on the banks of the Tennessee River, Historic Market Square & Gay Street, the Southern Railyard and the Old City! Your local guide, Paula Johnson, will lead you through these exciting sections of town and highlights of the Knoxville food scene. Stops along the way include a well-known local



river restaurant and continued noshing through the evening at stops on Gay Street, including a named Top New Restaurant. Dessert will be at a winery where you may also tour the restored train building and vintage train cars, do a tasting of wine made from all Tennessee grown fruits or grapes, and even purchase bottles to take with you. It's your "First Taste of Knoxville" with history you will enjoy!

Transportation is included. Alcoholic beverage purchases extra on tour. Registration number is limited.

SATURDAY, June 3, 2017

OPTIONAL TOUR: Knoxville RFS Trolley Time

1:30 pm South Blount Room/KAT Trolley

Deadline to reserve: May 1, 2017

Knoxville's most popular transportation – the free downtown Trolley – and your ticket to a great time! Hear about Knoxville from the locals, ask your questions, and join Paula Johnson on this special



trolley ride orientation. Leave the navigation to the friendly trolley drivers, and get acquainted with all that Knoxville has to offer.

SUNDAY, June 4, 2017

OPTIONAL TOUR: Afternoon in Old Appalachia

1:10 pm Board Transportation

Deadline to reserve: May 1, 2017

The New York Times has hailed the Museum of Appalachia as a "discovery of a way of life" and the official Tennessee Blue book recognizes the Museum as the "most authentic and complete replica of pioneer Appalachian life in the world." Enjoy authentic, old-time, traditional and bluegrass music and a private, typical family lunch with fellow FPA members and their families. Take time to truly experience this living mountain village in the Southern Mountains and view some 250,000 mountain artifacts and relics on display. It's Southern Hospitality at its finest, and your opportunity to relate first-hand to the incredible people and their way of life in the most memorable way. Transportation and lunch are included.



SUNDAY, June 4, 2017

OPTIONAL TOUR: Dinner and Broadway Theater Production "Dirty Dancing"

5:15 pm Board Transportation

Deadline to reserve: May 1, 2017

Dinner at the Blue Coast Grill in Historic Market Square features the culinary driven, farm to table restaurant focus. Following the private dinner, it's "Dirty Dancing", the Broadway touring company production at the historic Tennessee Theater. This classic story on stage has received rave reviews for its exploding, heart-pounding music, breathtaking emotion and sensational dancing. Seen by millions across the globe this worldwide smash hit tells the classic story of Baby and Johnny, two fiercely independent young spirits from different worlds, who come together in what will be the most challenging and triumphant



summer of their lives. Featuring 35 hit songs, including “Hungry Eyes”, “Hey Baby”, “Do You Love Me?” and the heart stopping “(I’ve Had) The Time Of My Life”.

Transportation, dinner and theater tickets included. Alcoholic beverages extra.

MONDAY, June 5, 2017

**OPTIONAL TOUR: Oak Ridge National Laboratory Tour
FPA Members Only**

Extended walking/standing required

11:15 am Board Transportation

Deadline to reserve: April 1, 2017

Oak Ridge National Laboratory (ORNL) is much more than the always-fascinating story of “The Manhattan Project”. From the secret city set up during WWII, Oak Ridge



National Laboratory has developed into what is now the Department of Energy’s largest multi-program science and energy laboratory, with scientific and technical capabilities spanning the continuum from basic to applied research. ORNL’s mission is to deliver scientific discoveries and technical breakthroughs that will accelerate the development and deployment of solutions in clean energy and global security, and in doing so, create economic opportunity for the nation.

ORNL staff has designed a private guided tour for FPA members with the special interests of the physician-pilots, researchers and scientifically-bent in mind. Facilities included are the Supercomputers, the Graphite Reactor, Spallation Neutron Source and the High Flux Isotope Reactor. The Graphite Reactor is considered the birth of ORNL and includes historic displays about the building of Oak Ridge and the background story of The Manhattan Project.

Pre-registration is mandatory and documentation for each registration completed by April 3, 2017. Registration limited by ORNL. All participants must remain with the group. Extended walking and standing are required.

Transportation, box lunch, and tour guides included.

MONDAY, June 5, 2017

**OPTIONAL TOUR: Tennessee Theater Noon
Performance with Lunch, Private Back-stage Guided
Tour, and Sunsphere Plaza**

11:25 am Board Trolley to Tennessee Theater

Deadline to reserve: May 1, 2017

The historic Tennessee Theater first opened on October 1, 1928, and with nearly 2,000 seats in the auditorium, was billed as “Knoxville’s Grand Entertainment Palace”. It is home for the Knoxville Opera and the Knoxville Symphony

Orchestra. The Mighty Wurlitzer was installed at the time of the theater’s opening. It was built by the Rudolph Wurlitzer Company in North Tonawanda, New York, and cost about \$50,000 at that time. Noon performances often feature the organ. The private back-stage guided tour is a step back in time, replete with stories of the personalities and dressing room adventures of the actors of a Golden Age. Following the theater performance and tour, Paula Johnson will lead the group to Sunsphere Plaza where you may view the city and surrounding area from the top of the sphere. The final stop is Market Square. You may choose to stay on the Square to relax, shop, or even enjoy a leisurely dinner before returning by trolley to the hotel.

TUESDAY, June 6, 2017

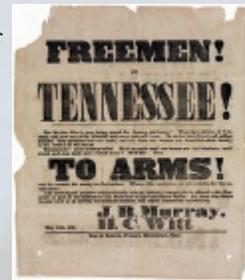
**OPTIONAL TOUR: Civil War – the Bloody Battles and
Knoxville Families Blue and Grey**

Led by Joan Markel, PhD

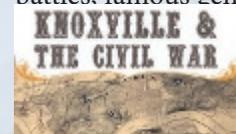
1:45 PM Board transportation

Deadline to reserve: May 1, 2017

Join the University of Tennessee McClung Museum of Natural History and Culture Civil War Curator, Dr. Joan L. Markel, for a bus and walking tour of important Civil War sites in Fort Sanders and around Knoxville. Hear the powerful tale of the bloody Battle of Fort Sanders and see the locations of historical events in the present day cityscape. Knoxville sits nestled in the extraordinary natural beauty of the Tennessee River Valley. For four long years, from 1861 to 1865, this idyllic setting was racked by some



of the harshest experiences of the entire Civil War. Armies, battles, famous generals, partisans, and thousands of troops from every state North and South made their mark on the region, leaving a rich military history. However, it was the people of this genuinely American city whose divided loyalties forced families, schools, churches, financial stability, and literally all aspects of community to opposite sides of the deadly conflict. Civil war means that people, not just designated armies, become sworn enemies. In this close-knit small town, there was nowhere to hide from this vicious reality. The population of Knoxville suffered intensely, and the trauma of those punishing times can still be felt in its 21st-century cultural identity.



Transportation, tour leader and lunch are provided.

63rd ANNUAL MEETING SCHEDULE AT A GLANCE

(Unless stated otherwise, activities are in the Marriott Knoxville Hotel)

FRIDAY, June 2, 2017

Mc Ghee Tyson Airport (KTYS) 11 am, 1:00, 3:00, 4:45 pm	All Day arrivals Shuttle Bus to Marriott (optional) Pick Up Badges and Meeting Materials FPA Executive Committee (closed meeting)	FBO Tac Air - 865.970.9000 Tac Air John Sevier Lobby North Blount Room
3:00 – 6:00 pm		
3:30 – 5:00 pm		
6:00 pm	OPTIONAL GROUP TOUR: Knoxville Food Tour with Knoxville History, Food, Wineries and Craft Beers	Dine and Drink Around Led by Paula Johnson

SATURDAY, June 3, 2017

Mc Ghee Tyson Airport (KTYS) 8:30 am – 6:00 pm	Morning arrivals Pick Up Badges and Meeting Materials FPA Board of Directors	FBO Tac Air John Sevier Lobby North Blount Room
6:30 – 9:45 am		
10:00 am	Board shuttle bus for D-Day Celebration	Downtown Island Airport
1:00 pm	Board return shuttle bus	
1:30 pm	Welcome and Announcements	Mississippi/Kentucky/Georgia
1:45 – 5:00 pm	SESSION ONE includes 15 min break	
1:30 pm	RFS and family members' orientation OPTIONAL TOUR: Trolley Knoxville	South Blount Room
6:30 pm	Welcome Reception	Women's Basketball Hall of Fame (walking distance)

SUNDAY, June 4, 2017

6:15 am	Nominating Committee Meeting (closed)	North Blount Room
6:30 am	Registered Attendee Buffet Breakfast	Tickets required in restaurant
7:15 am	Sign-in	John Sevier Lobby
7:30 am	Announcements	
7:40 am-12:55 pm	SESSION TWO includes 15 min break	Mississippi/Kentucky/Georgia
1:10 pm	OPTIONAL GROUP TOUR: An Afternoon in Old Appalachia (Bus transport, lunch and entertainment included)	Museum of Appalachia
5:15 pm	OPTIONAL GROUP TOUR: Dinner and Theater Transport to Dinner at Blue Coast Grill	Market Square Knoxville
7:00 pm	Broadway production "Dirty Dancing"	Tennessee Theater

MONDAY, June 5, 2017

6:15 am	Chapter Leaders and Membership Committee	North Blount Room
6:30 am	Registered Attendee Buffet Breakfast	Tickets required in restaurant
7:15 am	Sign-in	John Sevier Lobby
7:30 am	Announcements	
7:40-10:55 am	SESSION THREE includes 15 min break	Mississippi/Kentucky/Georgia



11:15 am	OPTIONAL GROUP TOUR: Oak Ridge Nat'l Laboratory Oak Ridge, Tennessee Bus transportation, guides, box lunch provided	
11:30 am	OPTIONAL GROUP TOUR: Trolley to downtown Sack Lunch included, exclusive back-stage tour, Visit Sunsphere Plaza and Market Square. Return by trolley on your own.	Tennessee Theater
6:00 pm	Stump the IA with Mike Busch	South Blount Room
TUESDAY, June 6, 2017		
6:15 am	Human Factors-Safety Education Committee	Andrew Jackson Room
6:30 am	Registered Attendee Buffet Breakfast	Tickets required in restaurant
7:15 am	Sign-in	John Sevier Lobby
7:30 am	Announcements	
7:40 am-12:55 pm	SESSION FOUR includes 15 min break	Mississippi/Kentucky/Georgia
1:00 pm	Annual FPA Business Meeting	
1:45 pm	OPTIONAL GROUP TOUR with lunch The Civil War, Knoxville and East Tennessee	Board Bus Led by Joan Markel, PhD
6:00 pm	Rocky Top Hospitality	
6:45 pm	Smoky Mountains Family Gathering and Supper Includes 2017 Awards Celebration	Riverview Room
WEDNESDAY, June 7, 2017		
At personal leisure	Post-Meeting Tour departure for Branson, Missouri Bernard Heckman	Tour Committee Chair
Mc Ghee Tyson Airport (KTYYS)	Individual Departures	FBO Tac Air

OPTIONAL GROUP TOURS are extra cost in addition to the Annual Meeting registration.



RIGHT FRONT SEATERS, Family Members and Guests



Carrie Reinninger,
RFS Chair

Right Front Seaters, family members and guests: this schedule is for you. Make certain the pilot-member registers you to participate! The “percs” include:

Saturday

- Round trip shuttle transportation for the D-Day Celebration: “Salute to Service” at the Downtown Island Airport
- Afternoon orientation with local guide: get acquainted with Knoxville with an optional trolley system guided tour of Knoxville
- Scientific/Aviation session you may elect to attend
- Evening Welcome Reception at the Women’s International Basketball Hall of Fame

Sunday

- Full buffet breakfast for member and registered guest/s at meeting
- Scientific/Aviation session you may elect to attend
- Museum of East Tennessee History offers free admission on Sunday afternoons

Monday

- Full buffet breakfast for member and registered guest/s at meeting
- Scientific/Aviation session you may elect to attend

Tuesday

- Full buffet breakfast for member and registered guest/s at meeting
- Scientific/Aviation session you may elect to attend
- Evening Hour Hospitality
- FPA Awards Celebration with music and entertainment

OPTIONAL TOURS (additional charges apply)

Friday Evening

- Early arrivals Knoxville Dine-around History, Food, and Fun with local guide

Sunday

- Museum of Appalachia tour with lunch and entertainment; transportation provided
- Group Dinner and Theater – to the famed Tennessee Theater for Broadway Production “Dirty Dancing”; transportation provided

Monday

- Trolley to Tennessee Theater for lunch and noon hour performance followed by exclusive back-stage tour of the historical theater; local guided tour of Market Square, Sunsphere and Market Square. May remain downtown to shop and enjoy on your own.

Tuesday

- Knoxville and the Civil War Tour with lunch, local guide/author and transportation included.

It’s a packed schedule with a lot to see and do. Knoxville will appeal to all ages, and the optional tours give you the chance to learn, have fun and share the experience with old and new friends. I’m excited and know you will be too!

Fly safely,
Carrie

The Planners

Charles R. Reininger, MD



Dr. Reininger was a Pre-Med major at Southeastern Louisiana University in Hammond, LA, and graduated from Louisiana State University Medical School in New Orleans, LA. He did a rotating internship in Shreveport, LA, before going into General Practice near Baton Rouge for eight years. He returned to training at Ochsner Foundation Hospital in New Orleans for a specialty in radiology. After completing residency training, he moved to Lafayette, LA, to practice General Radiology and Nuclear Medicine for 20 years, followed by a move to Eunice, LA, to practice at several local hospitals. Dr. Reininger is semi-retired and continues practicing locum tenens radiology and oncology at area hospitals and clinics in Eunice.

A long-time member of FPA, Dr. Reininger won the Distinguished Service Award in 2009. His wife, Carrie, was named the RFS of Year in 2010.

Receiving his private pilot license soon after entering General Practice, Reininger has owned and flown a Piper Arrow, C310, C303 Crusader and currently flies a B55 Baron. He has commercial, instrument and MEL ratings. In addition to the Baron he is a Harley weekend motorcyclist. He and Carrie, who is also a pilot, are avid golfers and music lovers, owning and playing a variety of instruments. Carrie plays piano and organ; he plays Cajun accordion, guitar and fiddle.

George W. Shehl, MD, FACC, FACP



Dr. George W. Shehl attended and graduated from the West Virginia School of Medicine in 1977 and is currently a Clinical Professor of Medicine there. A fellow of both the American College of Cardiology and the American College of Physicians, Shehl was the founder of the first diagnostic cardiac catheterization laboratory in central West Virginia in 1985 at UHC in his home town of Clarksburg, WV. He served as the West Virginia governor of the American College of Cardiology from 2003-2006. He has been employed at the VA Medical Center for 14 years and introduced Coronary CT Angiography and Cardiac MR technology to that hospital. Dr. Shehl joined the FPA in 1980 and is currently the President-Elect. In 2012 he won the Kuros Tabari Award at the Annual Meeting in Denver, Colorado. He has owned and flown his A-36 Bonanza (N58SS) about 3400 hours since 1984, and has over 6000 hours of pilot-in-command time.

Richard W. Sloan, MD, RPh



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 long time member of the Flying Physician Association (FPA), he served as president and is currently chair of the CME committee. He is the recipient of the FAA Master Pilot Award and has accumulated over 5000 hours of flight time. Over the last 25 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.

Flying Physicians Association, Inc.

2017 Annual Meeting Program

President: Charles R. Reininger, MD Program Chair: George W. Shehl, MD, FACS

Saturday, June 3, 2017

10:00 a.m. Board buses to D-Day Celebration and Patriotic Program
10:30 a.m. Salute to Service D-Day Celebration Music & Program Island Airport
1:00 p.m. Board buses for return to Marriott Hotel
1:15 p.m. Registered Attendee Sign-in John Sevier Lobby
1:30 p.m. Welcome and Announcements Mississippi/Kentucky/Georgia

1:45 – 5:00 p.m. SESSION ONE

1:45 p.m. **Where is the Third Class Medical Headed?**

What changes are expected in Third Class Medical, and how will this affect physician-pilots delivering medical examinations for the FAA?

Susan E. Northrup, MD, MPH, Aerospace Medicine, Southern Regional Flight Surgeon, Federal Aviation Administration, Atlanta, Georgia

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

- Describe options available to pilots to legally meet medical certification requirements to act as pilot in command of an aircraft.
- Describe a minimum list of medical evaluations for the Non-AME physician in determining an airman's medical fitness for flight in accordance with the new medical certification reform bill due to become law in July 2017.

2:30-2:45 p.m. Audience participation, questions and answers

2:45 p.m. **Lung Cancer 2017: Update on Screening, Diagnosis and Treatment**

Why and how should I screen for lung cancer?

J. F. Turner, MD, FACP, FCCP, FCCM, Pulmonologist, Professor and Vice-Chair of Medicine, Co-Director of Thoracic Oncology, University of Tennessee Graduate School of Medicine. Knoxville, Tennessee

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

- Assess the patient's lung health through detailed history, physical examination and use of screening tools such as low dose CT Screenings.
- Given the results of screening tests, determine the appropriate diagnosis of pulmonary health and disease.
- Present to and counsel the individual patient, in easily understood language, on the available treatments, non-surgical and surgical, and expectations of each.

3:30-3:45 p.m. Audience participation, questions and answers

3:45 p.m. Break

4:00 p.m. **Non-Astronaut Sub-Orbital Flight Perils**

What are the tools a physician-pilot may use to screen and advise candidates on medical conditions and medications that increase their risk of in-flight emergency and mission abort?

Daniel J. Callan, DO, Occupational/Aerospace Medicine, Associate Professor, Lincoln Memorial University, DeBusk College of Osteopathic Medicine, Harrogate, Tennessee. Medical Director, NOVA Medical Centers, Chattanooga, Tennessee.

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

- Investigate opportunities for sub-orbital space flight for non-astronaut trained humans and the inherent associated risks.
- Assess human medical conditions and therapeutic countermeasures impact in an abnormal physiological environment.
- Evaluate risks and screen potential candidates for sub-orbital time-limited flights.

4:45-5:00 p.m. Audience participation, questions and answers

5:00 p.m. Adjourn for the day.

Sunday, June 4, 2017

7:15 am Registered Attendee Sign-in

John Sevier Lobby

7:30 am Announcements

Mississippi/Kentucky/Georgia

7:40 a.m. – 12:55 p.m. SESSION TWO

7:40 a.m. **The Bag of Pills: Polypharmacy in the Elderly**

How can I minimize the number of medications prescribed in an elderly patient?

W. Kenneth Austin, MD, Cardiologist, Internal Medicine, Piedmont Heart Institute and Good Samaritan Health and Wellness Center, Jasper, Georgia

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

- Determine the medical and economic consequences of poly-pharmacy as they relate to individual patients, to the patient community served, and society as a whole.
- Discuss in clearly understood language with the elderly patient the unique pharmacokinetics, and identify how high risk drug interactions may affect them, including recognition of these cause-effects.
- Develop a strategy to minimize adverse drug reactions in the elderly patient.

8:25-8:40 a.m. Audience participation, questions and answers

8:40 a.m. **Medical Toxicology**

What is involved in medical toxicology and the toxicologist role in diagnosis and treatment?

Mark E. Thoman, MD, FAAP, FACMT, FAA Sr. Aviation Medical Examiner, Scientific Review Panel member, NIH, National Library of Medicine, CAPTAIN, Flight Surgeon, USN (Ret), Port Orchard, Washington

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

- Choose when it is appropriate to call in a medical toxicology consultant.
- Determine how to find and contact a medical toxicologist.
- Assess when to assume full care of the poisoned patient once stabilized.

9:25-9:40 a.m. Audience participation, questions and answers

9:40 a.m. Break

9:55 a.m. **Facial Nerve Disorders: Evaluation and Management**

What are the common causes of facial weakness and what can be done about it?

Vincent B. Ostrowski, MD, Neurotologist, Midwest Ear Institute, Indianapolis, Indiana

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

- Distinguish etiologies of common facial nerve disorders.
- Determine the most appropriate treatment option for various facial nerve dysfunctions.

10:40-10:55 a.m. Audience participation, questions and answers

10:55 a.m. **Barometric Pressure and Oncology**

How do oxygen/psi states impact cancer cells and wound healing?

S. Vaughn Dill, MD, Radiation Oncologist, University of Tennessee Medical Center, Knoxville, Tennessee

Upon completion, participants will be prepared to:

- Recognize and describe the impact of oxygen/pressure on malignant and healthy tissues.

11:40-11:55 a.m. Audience participation, questions and answers

11:55 a.m. **What GA Can Learn from "Big Data" (NON-CME Presentation)**

How does my airplane's engine performance compare to that of similar aircraft engines?

Michael D. Busch, A&P/IA, CFIA./I/ME, President, Savvy Aviator, Inc., Arroyo Grande, California

Roughly half the airplanes in today's GA fleet are equipped with a digital engine monitor. These monitors capture critical engine and aircraft parameters every 1 to 6 seconds. Most is discarded, but over the past several years we've been able to collect a substantial quantity of this data. This represents more than 1,000,000 flights of 7,000 aircraft! There are lots of interesting things we can learn from analyzing such "big data."

Upon completion of the presentation, the participant will take away:

- What we can learn from "cohort analysis" of captured aircraft data.
- The value of comparing data from individual aircraft against a cohort of comparable aircraft.
- What the future holds for analysis of "big data" from GA aircraft.

12:55 p.m. Adjourn for the day.

Monday, June 5, 2017

7:15 am Registered Attendee Sign-in

John Sevier Lobby

7:30 am Announcements

Mississippi/Kentucky/Georgia

7:40 a.m. – 10:55 a.m. SESSION THREE

7:40 a.m. **Thyroid Disease in the Aviator**

What approach best expedites medical certification of an airman with a thyroid disorder?

John E. Freitas, MD, Professor of Radiology Emeritus, University of Michigan Medical School, Nuclear Medicine (Retired)/ Aviation Medical Examiner, St. Joseph Mercy Hospital, Ypsilanti, Michigan.

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

- Demonstrate the proper sequence of testing including serum TSH, thyroid antibody studies, thyroid ultrasound, and/or fine needle aspiration in the evaluation of an airman with goiter/nodule.

8:25-8:40 a.m. Audience participation, questions and answers

8:40 a.m. **Gastroenterology: Update 2017**

What are the recommended patient screening assessments and most effective treatments and drugs available for GI patients in 2017?

Bernard A. Heckman, MD, Gastroenterologist, Silver Spring, Maryland

At the conclusion of the presentation, the participant will be prepared to:

- Assess and use patient selection and an effective immunization schedule for hepatitis C.
- Determine drugs effective for auto-immune hepatitis patients.
- Incorporate screening tests for patients suspected of having progressive sclerosing cholangitis.
- Adopt the new name and treatment guidelines for primary biliary cirrhosis.
- Develop individual follow-up test plans and timetables for liver cirrhosis patients.

9:25-9:40 a.m. Audience participation, questions and answers

9:40 a.m. Break

9:55 a.m. **Medical Ethics: Past, Present and Future Challenges**

What current principles (or litmus tests) are used to determine whether or not a patient care decision is medically ethical or not?

John P. Hey, MD, Family Practice Medicine, Aviation Medical Examiner, Greenwood, Mississippi

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

- Explain the Code of Classical Hippocratic Ethics.
- Explain modern paradigms challenging the centuries old Code of Classical Hippocratic Ethics.
- Describe changes made to the Classic Hippocratic Medical Ethic Decision-making Process for modern times.
- Explain possible future Medical Ethics scenarios which may require further modifications of the principles of Medical Ethics ascribed to by practicing Physicians.

10:40-10:55 a.m. Audience participation, questions and answers

10:55 a.m. Adjourn for the Day

6:00 p.m. “Stump the IA” Aviation Session for Pilots (NON-CME session)

Mike Busch, IA

Tuesday, June 6, 2017

7:15 am Registered Attendee Sign-in

John Sevier Lobby

7:30 am Announcements

Mississippi/Kentucky/Georgia

7:40 a.m. – 12:55 p.m. SESSION FOUR

7:40 a.m. **Keeping the Flying Physician Alive II (NON-CME presentation)**

How do I avoid high risk areas that concern physician pilots under both visual and instrument flight rules?

Bruce A. Landsberg, AOPA Safety Consultant and pilot, Mt. Pleasant, South Carolina

At the conclusion of the presentation, the participant will be prepared to:

- Operate an aircraft safely, whether for business or personal use.

8:25-8:40 a.m. Audience participation, questions and answers



8:40 a.m.

Current Status of the Treatment of Acute Traumatic Brain Injury

What is the most common mechanism of injury that results in a traumatic brain injury?

F. Barry Knotts, MD, PhD, FACS, General Surgeon, Associate Clinical Professor of Surgery, Medical Director of Trauma and Acute Care Surgery, Mercy Health St. Vincent Medical Center, Perrysburg, Ohio

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

- Identify the one standard of traumatic brain injury care.
- Apply the most recent guidelines for management of traumatic brain injury.
- Assess the mechanisms of care for traumatic of brain injury and establish potential for use in the future.

9:25-9:40 a.m. Audience participation, questions and answers

9:40 a.m.

Break

9:55 a.m.

Cervical Radiculopathy Spinal Surgery: A Contemporary Update

What does a herniated disk look like; how is a herniated disk treated; and when can one resume normal activities following herniated disk surgery?

Michael D. Smith, MD, Orthopedic Spine Surgeon, Twin Cities Orthopedics, Edina, Minnesota

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

- Obtain a detailed patient history and consider typical presentations to establish a diagnosis of cervical radiculopathy.
- Discuss in clear and simple language with the patient the standard surgical procedures and non-surgical interventions for effective management of cervical radiculopathy.
- Determine the most appropriate and safest treatment for the individual cervical radiculopathy patient by analysis of diagnostic tests including plain radiography, CT and MRI scanning, and advanced investigation such as EMG or injection based approaches.

10:40-10:55 a.m. Audience participation, questions and answers

10:55 a.m.

Pain Management during Total Joint Arthroplasty

How soon after joint arthroplasty may a pilot fly?

David Butler, MD, Orthopedic Surgeon, Butler Orthopedics, Orland Park, Illinois.

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

- Assess and consider use of techniques and protocols developed for pain management before, during and after total joint arthroplasty of the shoulder, hip and knee.

11:40-11:55 a.m. Audience participation, questions and answers

11:55 a.m.

Flying the Second Medical Mile to Serve Others – A Panel Discussion

How may a physician-pilot and family get involved in humanitarian medical service that uses both medical training and aircraft skills? How do you balance professional and personal commitments and also perform medical mission service?

Panelists: Jeff Eastman, Chief Executive Officer, Remote Area Medical, Rockford, Tennessee; John T. Kihm, MD, Internal Medicine, Priority Medicine, Durham, North Carolina; Stephen W. Merritt, CFI, Airport Manager, Triangle North Executive Airport, Durham, North Carolina, Co-Founder Bahamas Habitat, Cary North Carolina. Moderator: John E. Freitas, MD, FPA Samaritan Committee Chair.

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

- Describe qualifications needed to participate in humanitarian medical missions.
- Identify logistics and planning necessary to provide medical goods and services to the mission field including use of private aircraft.
- Promote and organize participation among members of the Flying Physician Association in humanitarian outreach, using training and skills as a physician-pilot to serve the underserved.

12:55 p.m..

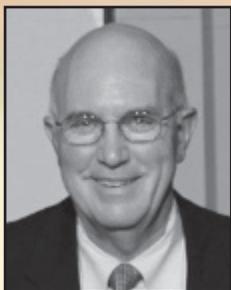
Adjourn for the day.

1:00 p.m.

Annual Business Meeting



THE FACULTY AND SPEAKERS

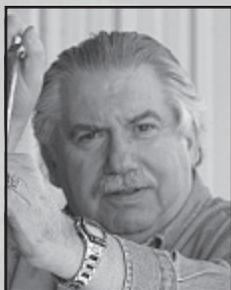


W. Kenneth Austin, MD, FACC
Retired Cardiologist
Volunteer provider with The Good Samaritan Health and Wellness Center
Jasper, Georgia

Dr. Austin is a recently retired cardiologist with Piedmont Heart Institute. He now works as needed for Piedmont Heart at a satellite office in Jasper, Georgia, and at Piedmont Mountainside Hospital. In addition he volunteers at The Good Samaritan Health and Wellness Center as a cardiologist/ internist. He has been an Aviation Medical Examiner (AME) since 2006.

Dr. Austin attended The University of Georgia before completing medical school at The Medical College of Georgia. He completed residency in Internal Medicine at West Virginia University, followed by a fellowship in Cardiovascular Diseases. He is board certified in Internal Medicine and Cardiovascular Diseases.

He became a private pilot in 1971 and has single engine and multiengine ratings as well as his instrument rating. He has accumulated 4000 hours in multiple general aviation type planes and has landed in all of the lower 48 states frequently attending FPA meetings over the years. He presently owns and flies an F33a Bonanza as well as a Cubcrafters Sport Cub. Besides flying, he also enjoys photography and gluten free baking. He is married to his long-time Right Front Seater, Margo, and they are parents of two sons and grandparents of four children who reside in Africa with their missionary parents.



Michael D. Busch,
A&P/IA, CFIA./I/ME
President, Savvy Aviator, Inc.
Arroyo Grande, California

Mike Busch is better known in aviation circles as the founder of AVweb. He is a respected aviation writer and teacher for nearly 45 years with aircraft maintenance as the focus of his writing and teaching in the past 25 years. The FAA named Mike its "National Aviation Maintenance Technician of the Year" in 2008.

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 software development, eventually retiring from a career as a software entrepreneur.

Co-founding AVweb in 1995, Mike served as its editor-in-chief and a writer until its purchase in 2002.

Mike has helped 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. He is responsible for introduction of pulse oximeters and digital carbon monoxide detectors into GA cockpits.

Busch earned his private pilot certificate in 1964 and has logged more than 7,000 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.



David Butler, MD, AME
Orthopaedic Surgeon
Butler Orthopaedics,
Orland Park, Illinois
Palos Community Hospital
Palos Heights, Illinois

Dr. David Butler played four years college football at the University of Dubuque in Iowa where he received his bachelor's degree in 1978. He began his medical studies in 1980 at the Universidad Autonoma de Guadalajara, Guadalajara, Mexico. In 1983 he accepted a third year transfer position at Chicago Medical School where he graduated in 1985 receiving his medical degree. He completed his Orthopaedic Surgery Residency at Cook County Hospital, Chicago, Illinois in 1990. Fellowship training in Adult Reconstruction under the instruction of Anthony K. Hedley, MD, at the Arizona Institute of Bone and Joint Disorders, St. Lukes Medical Center, Phoenix, Arizona, was completed in 1991.

In private practice for 25 years, Dr. Butler is currently a solo practitioner in Orland Park, IL. He instructed at the Hines VA Hospital and was an Assistant Clinical Professor in the Department of Orthopaedic Surgery at Loyola University Medical School for 18 years.

David Butler began flying in 1985 and, after many years, in 2014 he resumed his flight instruction. Earning first his sport pilot license and then his private pilot license, he also completed training as an Aviation Medical Examiner in 2014. Butler joined the FPA in 2015 and completed HIMS Training in September 2016. Currently he is working on his instrument rating flying N3653Q, a 1967 Beech Musketeer. He also flies and participated in the construction of a kit plane, Zenith CH-750.



Daniel J. Callan, DO, MPH/TM
CAPT, M.C., U.S.N. (F.S./S.W/FMF)
 Professor of Clinical Skills
 Pikeville School of Osteopathic Medicine
 Occupational Medicine Clinical Director
 Nova Medical Centers
 Chattanooga TN

Captain Callan was born and raised on the Callan Farm near Woodward, IA on October 13, 1950, and earned his BS degree in 1972 at Loras College and his Doctor of Osteopathic Medicine degree in 1976. He was commissioned an Ensign in the US Naval Reserve and a Lieutenant in 1976. Lt Callan was ordered to active duty in July 1977 and served 32 years in both the Active and Reserve Naval components. He obtained his Board Certifications in Family Medicine, Aerospace and Occupational Medicine, and completed Masters programs at Tulane University in Public Health and Tropical Medicine, and The Naval War College in Warfare Tactics and Strategies. He attended Flight Surgeon training at the Naval Aerospace Medical Institute (NAMI), serving as Class Leader and received his “Wings of Gold” as Flight Surgeon in June 1987. Captain Callan retired with honor and distinction July 01, 2004.

Dr. Callan has been a Professor and now is an adjunct Clinical Professor, Occupational Medicine at DeBusk University College of Osteopathic Medicine in Harrogate, TN. He keeps his clinical skills and knowledge base current as a practicing Occupational Medicine Clinical Director, for Nova Medical Centers, Chattanooga TN. His Motto: For God and Country—Pay Back and Pay Forward.

Captain Callan and his wife, the former Barbara Ann Metcalf of Dubuque, IA, have four children: Major Matthew Callan, USMC, Angela Rose Callan-Maars, Mark Callan and Erin Callan Smith, six grandsons and two granddaughters. His favorite place to be is the Callan Farm (est. 1859). You can't take the country out of the boy!



S. Vaughn Dill, MD
 Radiation Oncology Specialist
 Cancer Institute
 University Radiation Oncology
 Knoxville, Tennessee

Dr. Vaughn Dill graduated with honors from the Virginia Commonwealth University School of Medicine in 2007, interned at the Orlando Regional Medical Center and completed his residency training at Case Western Reserve University School of Medicine in Cleveland, OH. He is Board certified in Radiation Oncology. Dr. Dill works with doctors and specialists in many medical groups including Sand Lake Cancer Center, PA, and the University Health System, Inc.



John E. Freitas, MD
 (Retired) Nuclear Medicine
 Clinical Professor of Radiology
 University of Michigan Medical School
 St. Joseph Mercy Health System
 Ann Arbor, Michigan

Dr. John Freitas received his undergraduate degree in 1967 from the University of Notre Dame and his medical degree from the University of Michigan in 1971. He completed an Internal Medicine residency and a Nuclear Medicine fellowship at University Hospitals, Ann Arbor, MI. From 1974-76, Dr. Freitas served in the US Navy at NAS Miramar, San Diego, CA.

Dr. Freitas is a retired thyroidologist and Director of Nuclear Medicine Services for the St. Joseph Mercy Health System. He is a practicing AME, a Clinical Professor of Radiology at the University of Michigan Medical School and, for almost four decades, an active participant in medical student and residency education.

Dr. Freitas joined FPA in 1988 and is the current President of the Great Lakes Chapter. He serves on the FPA Board of Directors and chairs the FPA Samaritan Committee, where he has initiated close working relationships with Bahamas Habitat and other aviation service agencies involved with patient transportation and those working to meet emergency needs.

John Freitas and his Right Front Seater, Beth, own N9032V, a 1972 Beech Bonanza F33A, and he has over 3900 PIC hours and ratings for IFR, COMM, MEL, SEL, and SES.



Bernard A. Heckman, MD
 Gastroenterologist
 Silver Spring, Maryland

A native of Washington, DC, and practicing gastroenterologist in Washington, Bernard Heckman received his undergraduate degree in Chemistry from George Washington University and his medical degree from The University of Virginia School of Medicine. Dr. Heckman is a Fellow of the American College of Physicians and The American Gastroenterological Association. Residency and fellowship training were completed at the New York Hospital.

From 1977-2009, Dr. Heckman was a Clinical Professor of Medicine at George Washington University and was voted “Best Medical Presenter” and among the Top Physicians in the D. C. area. In addition to his practice, Dr. Heckman has served in a variety of hospital and community affairs roles including Chair of the Scientific Advisory Board of the Maryland Metro Ostomy Association, president of the University of Virginia Medical School Foundation and on the Advisory Board of the Montgomery County American Cancer Society.

He is a Past President and has served on the Board of Directors for the Suburban Endoscopy Center. A long-time

member of Flying Physicians Association, Dr. Heckman has served on the Board of Directors, and as FPA National President and Secretary. He and his wife, Ruth Ann, have 2 children.



John T. Kihm, MD, FACP
Internal Medicine
Priority Medicine
Durham, North Carolina

Dr. John Kihm attended Michigan State University for undergraduate, then Wayne State University, in Detroit, for medical school, where he also completed his residency in Internal Medicine. He completed a fellowship in academic General Internal Medicine at Duke University Medical Center in Durham, NC, where he now lives.

In private practice in Durham for 26 years, the last 7 of which have been in solo concierge Internal Medicine, Dr. Kihm believes in giving back to the community. He has volunteered with Durham Urban Ministries' Healthcare for the Homeless, Durham Rescue Mission's Samaritan Health Center, Bahamas Methodist Habitat, and the Remote Area Medical. Dr. Kihm also flies regularly to Ocracoke Island, a remote island in the Outer Banks of NC, where he maintains a house call practice for island residents.

Dr. Kihm learned to fly 19 years ago to be able to see patients on Ocracoke while maintaining his Durham practice. He has owned a Cessna 206, a Piper Malibu-Mirage, and now an A36 Bonanza. He is instrument rated and has over 2000 hours flight time.

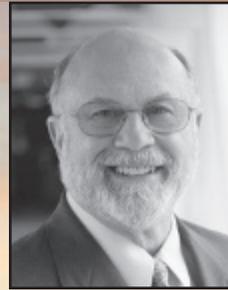


John P. Hey, III, MD
Family Practice and Geriatric Medicine
Greenwood, Mississippi

Dr. John Hey is a Family Practice and Geriatric Medicine physician in Greenwood, Mississippi. He received his medical degree from University of Mississippi and is board certified in family practice, post-acute and long term medical care, geriatrics, sleep medicine and is a certified medical director. He is the former chair of the Ethics Committee of the Mississippi Medical Association and Greenwood LeFlore Hospital.

His professional association affiliations include Fellow of the AAFP. In addition to membership in the American Geriatrics Society and American Academy of Sleep Medicine, Dr. Hey is a member of the Christian Medical and Dental Association, and Center for Bioethical and Human Dignity.

A Life Member of FPA, Dr. Hey is a Senior AME, and CFII. His copilot is Nora, and they have four grown children. Dr. Hey recently sold his Piper PA-32, N17MD.



F. Barry Knotts, MD, PhD, FACS
Associate Clinical Professor of Surgery,
Ohio University
Chief of Staff - Elect
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 The Johns Hopkins University with a major in Physics. He completed a combined MD / PhD program at University of California, Los Angeles. 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 in animal models and humans. He is a member of the AOA medical fraternity. He maintains board certification in General Surgery and Surgical Critical Care.

He completed residency in General Surgery at University of California, San Diego. He remained in San Diego at Sharp Memorial Hospital helping to guide that institution through the initiation of the San Diego Trauma System as a Level II Trauma Center. He served as the first Medical Director of Trauma for Sharp Memorial Hospital and also Interim Medical Director for San Diego Children's Hospital. After ten years in San Diego he relocated to Toledo, Ohio.

Knotts moved to Toledo to become the Medical Director of Trauma at Mercy St. Vincent Hospital Medical Center where he helped the hospital achieve and maintain verification as a Level I Trauma Center. He is currently the Chief of Staff-Elect and is responsible for the operation of the trauma center, the burn unit and the surgical intensive care unit. He is an active member of the American Trauma Society, the American College of Surgeons, the Committee on Trauma, the Eastern Association for the Surgery of Trauma, the Toledo Surgical Society and several other medical organizations. He is on the teaching faculty at Mercy St. Vincent Medical Center for Emergency Medicine and General Surgery.

He is an avid aviator having soloed in 1974. He has owned several aircraft, but he and his wife, Denise, completed the construction of a Lancair IV-P kit plane, N24XE, in 2013. This aircraft is piston driven, turbocharged, pressurized, anti-ice equipped, all electric, IFR qualified and optimized for speed. Its typical cruising speed is 265 knots at FL240. He has enjoyed visiting his children and their families in San Jose, California and Boston, Massachusetts in this aircraft that is ideal for long-distance flight.



Bruce S. Landsberg

Senior Safety Advisor to AOPA
Past President, AOPA Foundation and
Air Safety Institute
Mt. Pleasant, South Carolina

Bruce led AOPA's safety initiatives for more than 20 years. During his tenure, the organization was nationally recognized with awards for aviation safety leadership and educational program excellence. As the President of the AOPA Foundation and the Air Safety Institute, he was responsible for a wide range of foundation activities to preserve the freedom of flight including safety programs, preserving airports, the image of general aviation and growing the pilot population.

Landsberg wrote the monthly "Safety Pilot" column in the *AOPA Pilot magazine*, as well as a popular weekly blog in *AOPA ePilot*. He has represented general aviation interests with the FAA, NTSB, National Weather Service, collegiate aviation programs and various industry groups.

A former US Air Force officer, he holds a bachelor's degree in psychology and a master's degree in industrial technology from the University of Maryland.

Bruce has logged more than 6,000 hours as an Airline Transport Pilot (ATP) and holds gold seal flight instructor certificates. He has been an AOPA member for more than 45 years and an Honorary Member of the Flying Physicians Association since 2000.



Stephen W. Merritt, CFI

Triangle Executive Airport Manager
Chief Professional Flight Instructor
President, Bahamas Habitat Board
Raleigh-Durham, North Carolina

Steve Merritt graduated from University of North Carolina in Chapel Hill in 1970 with a bachelor's degree in American History. He has flight experience in 100+ aircraft.

In his own words, "The first time I flew to The Bahamas, it was out of curiosity and a sense of adventure to go to a beautiful place in my airplane. Once there, I was introduced to the mission of Bahamas Methodist Habitat in providing disaster relief and substandard housing repair. Through multiple visits in the last seven years I have come to understand more about the people of The Bahamas and how, by using aviation, I might be able to be of assistance in supporting the missions and ministries underway on the island of Eleuthera. Through our relationships, we have been able to provide a great deal of assistance in response to the request of the Methodist Church to help with the earthquake relief in 2010 in Haiti. I find it very rewarding to be able to make use of my skills and aircraft to provide assistance where most needed."

Bahamas Habitat is an FPA member-supported mission

organization.

Susan E. Northrup, MD, MPH



Southern Regional Flight Surgeon
Federal Aviation Administration
Atlanta, Georgia

Dr. Susan Northrup is the Regional Flight Surgeon for the largest FAA region. She is responsible for Airman Medical Certification, Air Traffic Control Specialist Health Program, Internal Substance Abuse Program, Aviation Medical Examiner Designation and Surveillance, and Occupational Medicine in the Southern Region covering 147,000 airmen, nearly 5,000 Air Traffic Controllers, 6,700 testing designated positions, and 700 Aviation Medical Examiners.

Susan Northrup is board certified in Aerospace Medicine and Occupational Medicine by the American Board of Preventive Medicine. She completed her undergraduate work and medical degree at The Ohio State University, her Masters of Public Health at the University of Texas, and her residencies at the US Air Force School of Aerospace Medicine. She is Past President of the Civil Aviation Medical Association and the American Society of Aerospace Medicine Specialists and Past Vice President of the Aerospace Medical Association. Dr. Northrup is currently the Vice Chair for Aerospace Medicine on the American Board of Preventive Medicine.

Northrup served 24 years in the USAF and USAF Reserve, retiring in November 2010 as a Colonel. She worked for Delta Air Lines as the Regional Medical Director, Aircrew and Passenger Health Services, from 2001-2005. She obtained her private pilot license in 2000. She and her husband are proud owners of a Harvard Mk4.



Vincent B. Ostrowski, MD, FACS

Otolaryngology and Neurotology
Midwest Ear Institute
Indianapolis, Indiana

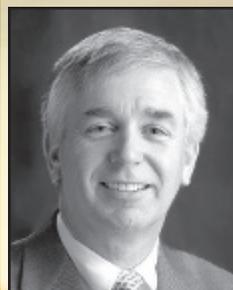
Dr. Vincent Ostrowski was born and raised in the Chicago area, and completed his undergraduate, medical school and Otolaryngology Head/Neck Surgery Residency at Northwestern University in Chicago. He completed his Fellowship in Otology/Skull Base surgery at the Michigan Ear Institute and is board certified in both Otolaryngology and Neurotology/Skull Base Surgery.

Dr. Ostrowski is in private practice in Indianapolis, Indiana, since 2003. His practice is limited to Otology and Neurotology/Skull base surgery.

Vince Ostrowski joined FPA in 2011 and is a highly regarded presenter at chapter and national meetings. He and his Right Front Seater, Angela, own a Cessna 414A N72JA. He

has been a pilot for over 30 years, licensed as a commercial, multi and single-engine airplane pilot with Instrument, Sea-plane, and Instrument Ground Instructor (advanced) ratings.

Vince and Angela Ostrowski have three children. He also enjoys hiking, boating, skiing and fishing.



Michael D. Smith, MD
Orthopedic Surgeon
Twin Cities Orthopedics
Minneapolis, Minnesota

Michael D. Smith, MD received an undergraduate Chemical Engineering degree from the University of Oklahoma in Norman, OK, and his MD degree from the University of Oklahoma in Oklahoma City, OK. He finished a general surgery internship and an Orthopedic Surgery residency at the University of Michigan followed by a spine surgery fellowship at Case Western Reserve University in Cleveland, OH.

His practice is focused on the surgical management of complicated cervical spine problems. He has been doing this for nearly three decades and has published numerous articles, book chapters, edited journals and authored textbooks on spinal disease. One of the joys of this work is how aviation makes the travelling to and from these meetings so much easier.

His practice is located in the Minneapolis area with Twin Cities Orthopedics, one of the largest single specialty orthopedic groups in the country with over 110 surgeons and more than 1500 employees.

He earned his private certificate in 1979 followed by his IFR in 1981. He added a MEL rating in 1996. He has more than 3400 hours of flying, starting off in a 172, progress to a V35B, an A36, a 310, and now, a Lancair 4 he completed in 2001 with more than 1400 hours.

Future aviation projects are looking like a Super Cub rebuild or Carbon Cub from the ground up or a helicopter. He is fully aware his wife and seven children will need to sign off on that first.



Mark E. Thoman, MD
CAPT., Flight Surgeon, USN (Ret)
Member Scientific Review Panel, NIH
National Library of Medicine
Bethesda, Maryland
(Residence: Port Orchard, WA)

Dr. Mark Thoman, originally a native of South Chicago, finished high school in Independence, MO. At the University of Missouri, he completed a Bachelor of Arts in Zoology in 1958 and a medical degree in 1962 followed by an internship there. From there he completed a two year pediatric residency at an Iowa children's hospital.

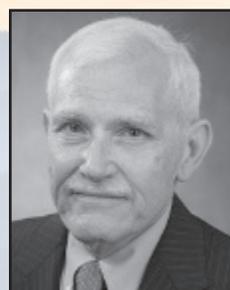
To satisfy his active duty requirement during the Vietnam War, he was a pediatric consultant in the U. S. Public Health

Service's Poison Control Branch from 1965 to 1967, in Washington, DC. Following discharge, and with his toxicology background, he returned to Iowa taking over as medical director of the state's Poison Information Center, in addition to starting a solo practice in Des Moines.

In 1968, Thoman was one of a handful of physicians creating the American Academy of Clinical Toxicology. In 1975, the first medical toxicology board examination was given that began the process for recognition now as a new medical subspecialty. As a Senior AME and medical toxicologist, Mark Thoman was a member of the FAA's AME Seminar faculty for over 30 years.

In 1988, Dr. Thoman transferred his USPHS commission to the U. S. Navy and continues to work as a flight surgeon and senior medical review officer for the U. S. Navy in the state of Washington.

Mark Thoman currently holds private, commercial, instrument and multiengine ratings.



J. Francis Turner, Jr., MD
Vice-Chair of Medicine
Professor of Medicine
University of Tennessee Graduate School
of Medicine
Knoxville, Tennessee

Dr. Turner, in addition to his academic duties, is a Senior Research Fellow at the National Supercomputing Center for Energy and the Environment. He also serves as an International Consultant to the Chinese Association for Bronchology and Interventional Pulmonology.

Dr. Turner specializes in diseases of the lung and how lung and other cancers may interfere with breathing. He brings more than 35 years of medical experience to the University of Tennessee, and is board certified in Internal Medicine, Pulmonary Medicine, and Critical Care Medicine. He completed an Interventional Pulmonary Fellowship with Dr. Ko-Pen Wang, the inventor of transbronchial needle aspiration through the flexible bronchoscope.

A US Army veteran, Dr. Turner has served as the Chief of Pulmonary and Critical Care Medicine at the University of Nevada School of Medicine and VA Southern Nevada Healthcare System and been honored to be the Governor of Nevada for the American College of Chest Physicians.

Dr. Turner has also been Director of Interventional Pulmonology at the National Naval Medical Center in Bethesda, Maryland, the University of Nevada School of Medicine, VA Southern Nevada Healthcare System, and the Nevada Cancer Institute.

In addition to his medical and research roles, Dr. Turner is a frequent national and international speaker on interventional pulmonary and critical care issues, and served as an editor and board member of the Journal of Bronchology and Interventional Pulmonology and American Association for Bronchology and Interventional Pulmonology. An editor for the standard textbook in flexible bronchoscopy, he continues to edit and publish in numerous peer-reviewed journals.

Last Name _____ page 2

ADDITIONAL TICKETS

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

Saturday Welcome Reception, 6:15 – 10:00 pm #Attending _____ x \$95 each = \$ _____
Tuesday Awards Dinner #Attending _____ x \$140 each = \$ _____
Additional Social Tickets Total: \$ _____

OPTIONAL TOURS		Price per person 1/1 – 2/5	Price per person 2/6 – 5/1	# People	Total
Friday 6/2/2017	Coach transport from KTYS to Marriott Downtown 11 am, 1 pm, 3 pm, 4:45 pm	\$8.00 Per seat	\$13.00 Per seat		
Friday 6/2	Knoxville Food & History Tour – Guided Noshing & Dinner with history-LIMITED	\$97.50 Per person	\$135.00 Per person		
Saturday 6/3	RFS Guided Knoxville Trolley Tour-Downtown Get Acquainted Orientation – RFS/Family	\$10.00 Per person	\$15.00 Per person		
Sunday 6/4	Afternoon in Old Appalachia 1-4 pm Authentic experience/Lunch & entertainment	\$59.75 Per person	\$75.00 Per person		
Sunday 6/4	Dinner and Broadway Theater 5-9:30 pm Blue Coast Grill/"Dirty Dancing" live stage	\$135.00 Per person	\$170.00 Per person		
Monday 6/5	MEMBER ONLY – Oak Ridge Nat'l Lab Additional documentation required LIMITED – Deadline 4/1 or when limit reached	FPA Mbr Only \$58.00	FPA Mbr Only \$77.00		
Monday 6/5	Tennessee Theater noon show, box lunch and private backstage tour, visit to Sunsphere and Market Square.	\$22.75 Per person	\$35.00 Per person		
Tuesday 6/6	Civil War Bloody Battles and Knoxville Lunch, Bus and On-site Tour-Joan Markel, PhD LIMITED	\$64.00 Per person	\$75.00 Per person		
OPTIONAL TOURS/ACTIVITIES GRAND TOTAL					

Tours are limited by seats reserved and space limitations. Deadline for all tour registrations is May 1, 2016 but capacity on a tour may be reached before the deadline. If a tour is overbooked, you will be notified and the money refunded. Deadline for all tour registrations WITH EXCEPTION of the Oak Ridge National Laboratory Tour (April 1 deadline) is May 1, 2017, but capacity on a tour may be reached before the deadline. Cancellation of a tour purchase prior to May 1 will incur a \$20 per person administrative fee. No optional tour fees may be refunded after May 1, 2016.

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

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

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

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

EXPECTED DAY/DATE OF DEPARTURE Sun 6/4 Mon 6/5 Tues 6/6 Weds 6/7 Thurs 6/8

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

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

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

OTHER*, specify _____ TAIL NUMBER (required) _____

MEETING CANCELLATION POLICY

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

BEFORE February 5\$25 administrative fee
February 5-May 1\$75 administrative fee
May 2-30\$125 administrative fee
After May 30Registration Fees are not refunded

Please note separate OPTIONAL TOURS CANCELLATION POLICY if applicable.

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

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

REGISTER TODAY BY CHECK: Complete and mail or fax this form with your check or money order to: FPA Annual Meeting, 11626 Twain Drive, Montgomery, Texas 77356, FAX: 832-415-0287. **BY CREDIT CARD:** Beginning January 1, 2017, 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



FLYING PHYSICIANS: There IS a Doctor on Board

By Lisa Crutchfield

Photographs of Douglas Johnson by Will Page

Three members of the Flying Physicians Association were featured in the Fall 2016 magazine, 12th & Marshall, distributed to alumni, friends, supporters and faculty of the Virginia Commonwealth University School of Medicine. The following excerpted copy is reprinted with permission of the publication, 12th & Marshall.

Douglas Johnson, MD

For many, the feeling of soaring among the clouds in an aircraft is an unrivaled experience. And if the views weren't enough, some even find a way to use aviation to serve their fellow man.

Flying can be a great opportunity for physicians to blend two passions, says Douglas Johnson. "Physicians go into medicine because they want to help people," he says. "We want to do a good job at what we do, and want to provide a service that not just anybody can provide. Pilots are the same way." Johnson is one of a number of medical school alumni who use their aviation skills and knowledge to extend the care they provide.

"Give both groups—pilots and physicians—a psychological profile," Johnson says, "and you'll see a lot of similarities,

Many organizations encourage physicians to mix medical and aviation skills. "We can take supplies and help rebuild after hurricanes, earthquakes and natural disasters."



Douglas Johnson, M'79, with the experimental Lancair IV-P that he built himself.

including a drive for success, attention to detail and high ethical standards.” Professionally, there are parallels, too. Cockpit resource management techniques have influenced the way physicians practice medicine today, successfully incorporating checklists, teamwork training, briefings and debriefings, incident reporting, simulator training and standardization.

Johnson, a radiation oncologist in Jacksonville, Fla., is immediate past president of the Flying Physicians Association, a nationwide organization whose members use their love of flying to continue learning and help others. “We help directly,” says Johnson, who is also an assistant professor of oncology with Mayo Clinic. “We can take supplies and help rebuild after hurricanes, earthquakes and natural disasters.

After the earthquake in Haiti [in 2010], we were contacted by a hospital there that was short on medical supplies. We got a list of the supplies they needed—and we doubled it. We filled 24 aircraft and flew down to the Dominican Republic, where we loaded them on one big UN helicopter. It flew across the mountain range and landed on the grounds of the hospital, so we knew our supplies got there and weren’t rotting somewhere or being pilfered.”

The Flying Physicians Association is just one of many organizations that encourage physicians to mix medical and aviation skills. Some others include Angel Flight, Fly for Good, Air Charity, Flying Samaritans and even Pilots N Paws, which transports animals.

Some of these groups transport patients for medical treatments, but Johnson cannot. Though he’s been flying it for nearly two decades, his Lancair IV-P is classified as experimental, and most humanitarian organizations do not want an experimental aircraft transporting patients.

It’s a pressurized-cabin aircraft he built himself. It took four and a half years, but he’s thrilled with the result. Building and owning a plane was a dream for Johnson, who was a skydiver during his undergraduate studies because he couldn’t afford flight school. “I was the guy who’d sit next to the pilot and watch. But of course, I never got to see a landing.” After completing his internship, he rewarded himself with flying lessons.

In addition to humanitarian flights, the Flying Physicians Association also holds CME events and raises funds for the Air Safety Foundation of the AOPA (Aircraft Owners and Pilots Association). Air safety is an important focus of the group, which acknowledges that sometimes physicians have a reputation as risk takers in the air.

Paul Lilly, MD



Lilly is a former member of the Air Force who flew more than 50 missions as a flight surgeon in B-52s in the Vietnam War in the late 1960s. Later he trained and qualified as a WSO (weapon systems officer) in the F-15E.

He’s committed to caring for pilots and veterans, both as a medical examiner for aviators and a flight instructor. He and several others perform the missing man formation, an aerial maneuver used at funerals or memorials for veterans. Lilly also provides a special experience for veterans who have stopped to visit the D-Day Memorial near his home in Bedford, Va. “We’ll get together at a nearby airport,” he explained. “While the vet-

erans are having lunch, we’ll fly over the memorial and do the missing man formation to salute them. It’s a privilege for us to honor the veterans.” Lilly often is spotted practicing aerobatic maneuvers in his single-engine two-seater RV-8 plane.

Owen Brodie, MD



Brodie is a retired Richmond-area psychiatrist who served as president of the Flying Physicians Association in the late 1980s. Though he recently had to stop flying because of vision issues, he flew volunteer missions with Angel Flight in his Cessna 177RG. It also was a great way to get to meetings, he says

Panel Geriatrics 2—

Through the Operation, But Still In Recovery

By: Douglas W. Johnson, MD

The first part “Panel Geriatrics” was featured in THE FLYING PHYSICIAN magazine, Volume 58, Issue 1, 2015. You may access that column by signing in on the FPA web site, clicking on the “Docs and Pubs” in the drop-down menu under the Membership tab, and selecting the referenced magazine source.

A recent hot topic amongst FPA members has been panel upgrades in our older aircraft. In my first “Geriatric” article in 2015, I reflected on my own struggles weighing the pros and cons of overhauling the dated panel my Lancair IV-P, after 19 years of yeoman’s duty. Well, I made the plunge in October



Old Panel

2015, and in this article I’ll share my experience now that the plane has survived the operation and is in the post-op phase...

My upgrade goals were to enhance flight safety through increased capabilities, replace equipment from defunct suppliers, and comply with the new ADSB in/out requirements. Although some pilots prefer to upgrade incrementally over years

to spread out costs, I decided to do it all at once. One year later, I can say “mission accomplished”—mostly.

The panel metamorphosed from conventional round-gauges to a digital suite. Of the many awesome solu-



New Panel in flight

tions out there, I elected to install a complete Garmin package, including a dual screen G3X Touch PFD/MFD combination (the experimental version of the Garmin G3000 screens), a big new GTN 750 navigator, new digital autopilot and servos, remote transponder, and remote audio panel with Bluetooth capability. Instead of backup round gauges, I elected to install a digital backup (GRT Mini-X) combination device. Three backup batteries were also installed to give me an hour emergency reserve time, as I do not have a backup alternator.

After last October’s Albuquerque FPA meeting, I stripped the plane of its interior, packed up my checkbook and wish list, and flew the plane off to an avionics shop in Florida that



specialized in panel retrofits. While the plane was “down” over the ensuing weeks, I downloaded training applications from the internet to learn the GTN system and studied the installation/operating manuals for the G3X PFD/MFD screens and GTN navigator (over 800 pages each). After nearly 3 months of installation, home study, and “ground flying,” I picked up the plane and flew it back to Jacksonville in late December. As I pulled away from the avionics shop ramp, the panel was gorgeous, the anticipated capabilities superb, my grin wide, and my checking account empty!

Unfortunately, my grin faded shortly after takeoff, and not all has gone smoothly since the flight home. During that flight, the new certified GTN 750 screen froze—not an issue for navigation, as I was on familiar territory, but a BIG issue for communication, as the fancy space-saving remote audio panel could only be interfaced via the GTN screen! When the screen froze, there was no way to switch to the alternate radio. I quickly reached for my backup handheld radio, only to realize that it was sitting comfortably back in my hangar with the rest of the interior trim, components, and “stuff” I had removed before delivery. Yes, for the first time in over 18 years, I did not have my handheld on board. Consequently, for the first time in my flying career, I had to shoot an honest-to-god NORDO approach into my home airport, with all my fancy new gadgets rendered useless by a single point failure. Thankfully, my “Mark I” brain was able to recall the 7600 lost communication code to plug into the transponder, and the solid green light shining from the tower was beautiful to behold. Ironically, this problem couldn’t be duplicated later, nor has it ever recurred (although I found a video of a similar incident on YouTube from another user). Garmin and the avionics shop were nonplussed, and my confidence was rattled in the new-fangled avionics right off the bat...

Since then, a variety of electronic demons have had to be ironed out—TIT gauge readings that wandered up and down over a 600 range every two seconds in harmony with the strobe lights, scratchy radios at various frequencies randomly rendering them useless, interior cabin lights not behaving, cabin not pressurizing, etc. The weeks following delivery included over 30 flight test hours to trouble-shoot and program systems and computers, and numerous trips back to the avionics shop. Three months later, most things were finally sorted out. Final take: My modern equipment is phenomenal, but

seems “touchy” and much more sensitive to RF interference and vagrant electrons than my old legacy equipment.

Beyond the electronic issues, my main stumbling block has revolved around creating/learning proper new procedures (systems management). With my old equipment and training, it was pretty simple: I essentially flew the plane all the time, with an autopilot that I always kept my hand hovering over, trim that I did manually, VOR’s and frequencies I tuned manually, and ILS and non-precision GPS approaches that I was totally involved in. The older electronics were simpler, with fewer menus, and fewer options. After several hours behind the stick, that older stuff was fairly easily mastered.

Today’s digital panel is another animal altogether. There are usually several ways to get to the same information (and there is a LOT more to see), so it is harder to come up with a “standard” key sequence for any particular need. The manuals spend a lot of time describing what each button does, but little about how the information is shared between MFD/PFD/GPS Navigator units, and virtually no time describing when to hit buttons in the proper execution sequence in different scenarios. Today, avionics capabilities are developing faster than the factory pilots creating standard procedure manuals can keep up with them.

This gray area and gap between capability (what) and procedure sequence (when) is never more obvious than in the arena of shooting precision approaches and missed approaches. The line is blurred between what the plane can do on approaches, and what I, as the pilot, should do. Most digital autopilots can fly down the glideslope/glidepath to the missed approach point or minimum descent altitude, at which time the pilot disconnects the autopilot and manually flies the missed. The newest autopilots such as the G3X Touch, however, can theoretically fly an entire approach down to minimums, and then execute the missed approach—all while on autopilot, with just one button push at a missed approach point, and a firm throttle-up. If you happen to disconnect the autopilot to shoot the missed, however (old habits die hard!), trying to get back into the flight plan to re-load the missed approach navigation fixes while flying low and slow can be an issue.

Another issue in modern avionics is the quirky level of communication (or lack thereof) between instruments. Consider this example of the Garmin GTN750 GPS not speaking clearly to its spouse, the Garmin G3X autopilot: Flying



down the glidepath on a precision LPV GPS approach with the GTN750/G3X autopilot combination is a hands-off affair, other than monitoring the throttle to control airspeed, and making sure gear and flaps are extended. At the minimum descent altitude, however, I am still not at the approach end of the runway, so I don't yet get the "Execute Missed" or "Remain Suspended" option buttons popping up on the GTN navigator. The plane continues earthward in a game of chicken until I blink first, hit the go-around button, disconnect the autopilot, and firewall the throttle, and fly away manually. How far would it have taken me down before I got the desired "Execute Missed" button? I have never had the guts to find out. For that matter, what does hitting the "Remain Suspended" button do? I cannot seem to find out from Garmin support by phone or from the Pilot manual. What happens if I hit the autopilot "Altitude Hold" button at the minimum descent altitude? The Approach mode terminates! Here we have two new awesome units with great capabilities, made by the same company, and yet they still don't talk to each other at critical points, much less to me! My learning continues...



I just needed more practice, you say? Fair point, but unlike the old days when you could simulate flying multiple non-precision GPS approaches at some higher altitude with a pretend "floor" high in the sky, you cannot do that with these new units. My solution was to locate a couple of big iron pilots to fly right seat with me for a while, as we explored the new gizmos. These fellows were instrumental in teaching me the proper procedures to optimize safe flying: As it turns out, the capabilities of much of this new glass mirrors fairly closely the equipment used in the commercial world. Looking back, now having flown about 120 hours with the new equipment, I would say it took me about 40 hours of flight time practicing with the new equipment until I felt comfortable enough to shoot an approach to minimums.

Despite these gripes, the new panel has some remarkable capabilities. First of all, I no longer feel like a caged mario-nette, with portable device wires draped all over me and the cockpit. The blue "Level" button on the autopilot head is pretty amazing—get yourself in just about any unusual attitude, hit the button, and it takes care of getting you back to straight and level in a jiffy. This is a great button to show and instruct your newbie passengers in the use of—the only downside being that they will never take their eyes off it thereafter, and thus

miss the beauty of your flight! Speaking of unusual attitude, when hand-flying this thing will nudge me back into the preferred flight envelope I set up should I go too fast or too slow, pitch too high or too low, or bank too steeply; and has a gear reminder that I can set to warn me at landing speed. The engine monitoring system reads every second, and records over 20 parameters including all engine gauges, takeoff and landing points, altitudes, OAT en-route, etc., for over 200 flights. Also, with 4 independent GPS receivers in the panel, getting lost is pretty hard to do. XM weather on the pilot side and ADSB weather on the right front-seater side allows me to go "soup-free" most of the time. Having traffic visualized both on a "God's eye view" and on synthetic vision in front of you is amazing. And finally, I am all set from the ADSB mandate—one less thing to worry about...

In sum, I am now a very happy camper. Should you follow me down this road soon, however, realize that adapting to this brave new world (especially for us steam-gauge troglodytes) is a tedious process. And yes, those of you that preceded me are now chuckling "I told you so." Know your equipment, whatever you choose. What does YOUR equipment do when you are at minimums and go missed? What is the best button-ology sequence to use in different scenarios? If you don't know, fly with someone who does it all day long, go to vendor courses to get training, or insist that the avionics suppliers develop standardized procedure suggestions and materials to support them. Happy flying!

In my previous Geriatric article that avowed that I would be picking your brains regarding avionics equipment selection, and many thanks to those of you I button-holed. Hence forward I will be asking about your "best practice" suggestions on optimal use of all this shiny new hardware. Such information is invaluable to all of us, so if you have some good ideas, share them in meetings or write a short article or two for the Bulletin or our Magazine! The FPA has always prided itself on espousing safety, and here is a ripe opportunity for us all...

Doug Johnson
FPA President, 2015-16

Winter Board Meeting

New Orleans, Louisiana

January 20-22, 2017

Airport: KNEW
Hilton St. Charles Hotel
Contact: Charles R. Reininger, MD
crrreininger@aol.com

POST-Meeting Tour
January 22-23, 2017

Including National WWII Museum
Contact: Bernard A. Heckman, MD
Tour Committee Chair
b.heckman1@verizon.net



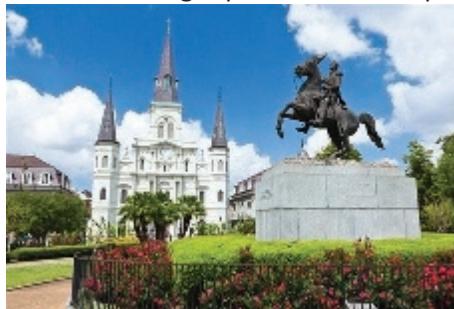
New Orleans is the most celebrated city in the American South, the largest in the state of Louisiana, and is known by many as “The Big Easy”. A heavenly blend of mouthwatering Creole food, rich history and great Blues and Jazz music make New Orleans the vibrant city that it is! No city in North America can compete with New Orleans when it comes to culture, food, historic architecture, *joie de vivre* and tourism options.



The Crescent City, straddling the mighty Mississippi River, has suffered plagues, wars, imperial regime changes and devastating floods. Yet, it always wakes up with a smile on its face. This may be because its inhabitants step to an easy beat first laid down three centuries ago. Moving at this relaxed pace, visitors are delighted by the French Creole elegance of the Vieux Carre (French Quarter) or the opulence discovered

in a streetcar ride through the Garden District and Uptown. Any time of year in New Orleans, you will find live music, amazing Creole and Cajun cuisine, fresh seafood, farmers markets, shopping, nightlife and more.

Join FPA Board of Directors members in this 24-hour city for the Winter Board Meeting. Spend time with phy-



sician pilots and their families, earn CME at the optional Saturday afternoon in the FPA Volunteer Leadership Workshop or extend your visit to spend time with the group on a unique New Orleans City Tour and exploring the old Treme neighborhood, a 5-course Creole Tasting Dinner at Commander's



SCHEDULE:

FRIDAY, January 20, 2017

3:30 – 5:30 pm Executive Committee

6:00 – 7:15 pm WELCOME RECEPTION

Wine and beer hospitality hour with light fruit and cheese appetizer. Dinner on your own.

SATURDAY, January 21, 2017

9:00 am – 12:00 pm

BOARD OF DIRECTORS MEETING

All members, Right Front Seaters and guests are welcome to attend.

12:15 – 4:15 pm

OPTIONAL CME LEADERSHIP WORKSHOP

New and seasoned chapter and national leaders come together to share the challenges, the successes, and learn best practices in planning, organizing, and executing FPA CME activities and meetings. Begun in 2009 by the former FPA CME Chair, Ron Craig, the workshops have provided the participants opportunities to create new formats, consider change and develop innovative activities. CME Committee Chair Richard Sloan heads the 2017 Leadership Workshop. A working lunch is included in the Workshop Registration.

6:00 – 10:00 pm

OPTIONAL BOURBON HOUSE GROUP DINNER

Dickie Brennan's Bourbon House serves local seafood and classic Creole fare. If it's not in season it is not served. Since its opening in 2002, Bourbon House has received national attention, including being named to Esquire Magazine's list of "Best New Restaurants". Beautiful picture windows overlook the live entertainment known as "Bourbon Street", and prompted The New York Times to name Bourbon House "one of the best people watching perches in the city". Bourbon House Restaurant is a safe and easy 3-block walk from the Hilton St. Charles Hotel.

WINTER BOARD POST-MEETING TOUR (Optional)

SUNDAY, January 22, 2017

12:30 – 3:00 pm

TREME AND MARDI GRAS INDIAN CULTURE TOUR

Two hours of excitement as you ride along with your tour guides around the historic Treme (pron. Tree-MAY) neighborhood and city of New Orleans. Hear the intricately woven histories of the Mardi Gras Indians and the oldest neighborhood of Treme. You will be entertained by the Mardi Gras Indian Show and have a personal tasting of local New Orleans Gumbo. It's the most interesting "secret history" of the culture of New Orleans. Transportation is provided with departure and return to the Hilton St. Charles Hotel.

6:00-10:00 pm

COMMANDER'S PALACE RESTAURANT PRIVATE FPA DINNER

Coliseum I Room

Commander's Palace dates to the 1880s, when Emile Commander set up shop on the grounds of the former J.F.E. Livaudais Plantation. Commander's Palace was established in 1893, and is located in the lovely tree-lined Garden District of Uptown New Orleans. Dining at Commander's Palace is the ul-

time New Orleans experience for locals and visitors alike. <http://www.commanderspalace.com/our-story>



Owned by the Brennan family, it has long been one of the best regarded upscale restaurants in the country. The winner of six James Beard Foundation Awards, Command-

er's Palace has evolved into a culinary legend. A steady parade of renowned chefs like Emeril Lagasse, Paul Prudhomme, Jamie Shannon, and now Tory McPhail have made Commander's Palace the world-class restaurant it is today, and its leading-edge Haute Creole cuisine reflects the best of the city.



Sunday evening the FPA 5-course dinner offers the iconic Haute Creole dishes for which the restaurant is so famous including their renowned Turtle Soup. Dress code includes collared shirts, jackets preferred and closed-toe shoes for gentlemen. A cash bar will be available.

From the Hilton St. Charles you may ride the St. Charles Streetcar with a stop only 2 blocks from the Commander's Palace Restaurant. Commander's Palace notes that over 30% of their customers arrive via the famous streetcar every evening. <http://rideneworleans.org/commanders-palace-maitre-d-carl-ferandes-rides-the-st-charles-streetcar/>

MONDAY, January 23, 2017

10:00 am – 1:00 pm

THE NATIONAL WORLD WAR II MUSEUM (Lunch included)

The National WWII Museum hosts an exclusive FPA group tour of the Campaigns of Courage Pavilion, where the Road to Berlin: European Theater Galleries and Road to Tokyo: Pacific Theater Galleries address the heart of the Museum's mission of telling the story of the American Experience in World War II in the war that changed the world. Why it was fought, how it was won, and what it means today—so that all generations will understand the price of freedom and be inspired by what they learn.

This exclusive small-group experience offers an official museum guide taking the FPA group through the chronological narrative of each theater of combat, bringing to life the drama, sacrifices, personal stories, and strategies of America's campaign to defeat the Axis powers and preserve freedom. Your guide will also highlight several artifacts, displays, and exhibits during the tour, which explores how US citizen soldiers and their Allies secured victory in the 20th century's titanic struggle—a fight for civilization itself.

Palace on Sunday evening, and an exclusive FPA small-group guided tour of the National WWII Museum, including lunch on Monday.

GETTING THERE AND STAYING THERE

AIRPORT: KNEW, Lakefront Airport, located 9.5 miles from the Hilton St. Charles (20 minute drive) is a public use airport located northeast of the central business district of New Orleans.

Address: 6001 Stars and Stripes Blvd, New Orleans, LA 70126

Telephone: 504.243.4010

FBO: SIGNATURE Flight Services, located at KNEW south end.

General Mgr: Addie Fanguy, 504.241.2800

Concessions: FPA planes, \$1.00 discount current gas. Gas purchase waives ramp fee.

Parking: \$10 or less per night..

CAR RENTAL: Available through FBO.

TAXI/Uber: Approximately \$25 KNEW to Hilton St. Charles.

COMMERCIAL: Fly into Louis Armstrong International (MSY) owned by the city of New Orleans and is 11 miles west of downtown New Orleans. One-way taxi to the Hilton St. Charles is \$45+.

HOTEL: Hilton St. Charles Hotel, AAA 4-Diamond

Guest Room: \$169 + 15.75% tax & \$1 occupancy (\$196.62/night)

Address: 333 St. Charles Avenue, New Orleans 70130

Phone: 888.490.6547,

Group Code F.P.A.

Cut-off: December 30, 2016 or when room block fills



Amenities: Free Wi-fi in the guest rooms, complimentary coffee and newspapers in the lobby each morning and evening wine reception. Hilton St. Charles was built in 1927 as the Masonic Grand Lodge of Louisiana. Its historic architecture and craftsmanship are

still visible throughout the hotel, and it was inducted into the Historic Hotels of America in 2014.

Indoor pool and hot tub, a spacious state-of-the-art fitness center open 24-hours, a lobby library and computer lounge are among the guest amenities. HHonor Club Members have an option to upgrade and enjoy the 24-hour Executive Lounge.

PARKING: \$40/night hotel parking with in and out privileges or \$25/day in a public parking lot across the street (no in and out).

RESTAURANTS: Luke—Hilton St. Charles' Signature Restaurant under James Beard Award-winning chef, John Besh. Open Daily: 7 A.M. TO 11 P.M. Chef John Besh welcomes you to Luke, his homage to the grand old Franco-German brasseries that once reigned in New Orleans. Luke's is a brasserie showcase of what



Besh learned during his time in France and Germany (Alsace) while not forgetting this is New Orleans. Luke's menu has a number of familiar Franco-German brasserie renditions --plus a locally popular raw bar that attracts locals and tourists alike in the late afternoons for fresh oysters on the half-shell and craft cocktails.

New Orleans is brimming with culinary talent unlike any other in the country. Some of the best remain under the national radar while others have risen to the level of celebrity chef. Here are just a few who've reached name-recognition status in New Orleans and beyond: John Besh, Nina Compton, Emeril Lagasse, Donald Link, Tory McPhail, Alon Shaya, and Susan Spicer. Many of the restaurants overseen by these nationally-recognized chefs are only steps from the Hilton St. Charles Hotel.

STREETCARS: Getting around New Orleans by streetcar is a great way to see the city. There are three different lines: St. Charles, Canal Street, and the Riverfront, each of which originates downtown but takes you to different parts of the city. Hotel guests may catch the St. Charles Avenue streetcar which rides directly in front of the hotel.



St. Charles Ave Streetcar: All aboard for a trip into New Orleans' past on the oldest continuously operating streetcar in the world! The mahogany seats, brass fittings and exposed ceiling light bulbs are from a day when plastic seats and aluminum rails were not even a thought. Rumbling around the "neutral ground" of St. Charles Avenue and Carrollton Avenue for more than 150 years, the streetcar symbolizes the charm and romance of the City of New Orleans.



The route traditionally forms a 13.2-mile crescent from Carondelet at Canal Street in the Central Business District through the oldest and most majestic section of uptown New Orleans, around the Riverbend to Carrollton at Claiborne Avenue. Swaying along St. Charles Avenue through a tunnel of Live Oaks, the streetcar passes dozens of antebellum mansions, historic monuments, Loyola and Tulane universities, the sweeping grounds of the Audubon Park and Zoo, shopping centers, fine restaurants and hotels.

Streetcars in New Orleans offer



\$1.25 fares and can be paid with exact change when you board. One and three-day unlimited ride "Jazzy Passes" are also available at reasonable cost.

HOTEL RESERVATIONS-MEETING REGISTRATION

Reserve your guest room at the Hilton St. Charles at your earliest convenience. With these hotel room rates,

the block will fill quickly. Deadline for the rate: December 30, 2016 or when block fills.

WBM MEETING REGISTRATION CANCELLATION: Meeting registration cancellations are made with the FPA Headquarters office: 936.588.6505, or ahenderson@FPAdrs.org. The cancel

administration fee for Winter Board Registration only through 1/15/17 is \$20.00 per person; from 1/16/17 through 1/18/17 \$50.00 per person; no registration cancellation refunds after 1/19/2017. NO cancellation refunds for the Post-Meeting Tour or Saturday Group Dinner.

FPA WINTER BOARD MEETING REGISTRATION & POST-MEETING TOUR

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

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

WINTER BOARD MEETING

Jan 20-22 \$95 x ___ person/s = \$ _____

WBM Registration includes Friday Welcome Reception with wine/beer hospitality, Saturday morning coffee break

FPA LEADERSHIP WORKSHOP

Jan 21 afternoon \$49 x ___ person/s = \$ _____

Leadership Workshop includes lunch and program, immediately following Board meeting.

FPA Group Dinner at Bourbon House Jan 21 evening

Cocktails/wine/beer cash basis. Please check your food choices next.

Romaine Salad ___ OR Corn & Crab Bisque ___
 Redfish on the Half shell ___ OR Grilled Filet Mignon ___ OR Vegetarian ___
 New Roads Pecan Pie

Redfish or Vegetarian: \$58.00 x ___ person/s = \$ _____
 Filet Mignon \$68.00 x ___ person/s = \$ _____

NEW ORLEANS POST MEETING*

Jan 22-24 \$230 x ___ person/s = \$ _____

Optional Tour includes Sunday Afternoon New Orleans tour, Group Dinner at Commander's Palace, Monday National WWII Museum admission and exclusive FPA group guided tour (2 movies "Beyond All Boundaries" and "Final Mission", Campaigns of Courage: European and Pacific Theaters, museum guide and group lunch)

*PLEASE NOTE – due to the pre-Mardi Gras preparations and season in New Orleans, guarantees must be received and finalized. Restaurants and tours will NOT REFUND the fees and guarantees.

Group tour limited, and no late reservations accepted.

TOTAL: \$ _____

TO ASSURE A SPOT IN THE SOCIAL EVENTS/OPTIONAL TOURS – registration payment must be received in full.



Southwest - Western Chapters Joint Spring Meeting

Durango, Colorado

April 5 – Early Bird Mesa Verde Tour

April 6-9, 2017

Contacts:

John D. Davis, MD
drjohn@hctc.net
830.896.4711

Mark E. Thoman, MD
paro1795@aol.com
360.871.2219

Durango is a small breath-taking city in southwestern Colorado, near the New Mexico border. From the rugged mountains to the crystal clear lakes and the scenic hiking trails, you'll find all you're looking for. A well-known attraction, the 19th-century Durango & Silverton Narrow Gauge Railroad steam train, boards in Durango and carries passengers through passes, mountains, and canyons – overlooking tumbling rivers and awe-inspiring mountain ranges. In Durango city center, the affiliated Railroad Museum displays restored locomotives, aircraft and a baggage car converted into a movie theater. Nearby, the Powerhouse Science Center offers interactive exhibits in a former power plant.

Come early and participate in an optional group tour of Mesa Verde National Park on Thursday. It's known for its well-preserved Ancestral Puebloan cliff dwellings, notably the huge Cliff Palace. The Chapin Mesa Archeological Museum has exhibits on the ancient Native American culture. Mesa Top Loop Road winds past archaeological sites and overlooks, including Sun Point Overlook with panoramic canyon views. Petroglyph Point



Trail has several rock carvings.

Enjoy the First Thursday Art Walk on Thursday, April 5, a unique opportunity to see the galleries and artists of the Durango area beginning at 5:00 pm. Friday evening, 7 pm, the Diamond Belle Saloon and Strater Hotel sponsor an Old West Shootout, complete with saloon girls, lawmen and outlaws. Who knows? Those outlaws might include an FPA member! Don't forget the stage coach rides available in town to round out your Western experience.

GETTING THERE AND STAYING THERE

AIRPORT: Fly your plane into KDRO, the Durango-La Plata County Airport
FBO: AvFlight

RENTAL CAR: Available through FBO or main terminal, 2 blocks

COMMERCIAL: United and American Eagle

HOTEL: The Historic Strater Hotel: This grand premier landmark hotel was built in 1887 and is a 3-minute walk from the Durango & Silverton Narrow Gauge



Railroad & Museum. The individually designed rooms have Victorian décor, antique furniture, and tiled bathrooms. Upgraded rooms add larger bathrooms, plus living and dining areas. One of the West's iconic hotels, the Strater Hotel is the centerpiece of Durango in every way. It is also the heart of fun and entertainment. The interior is adorned with beautiful handcrafted woodwork, period wallpaper, and the largest collection of American Victorian walnut antiques in the US. Everywhere you look are high quality features of the Old West.

The world-famous Diamond Belle Saloon features nightly entertainment including top-rated ragtime piano players. Louis L'Amour found the atmosphere so inspirational that he frequently booked rooms 222 and 223 to work on his western novels. Operated for three generations by the Barker family, The Strater Hotel invites you to experience the best of the Old West and the best of Durango.

The hotel guest room rate includes breakfast. An on-site restaurant, room service, and a piano bar hosting live music daily are hotel guest amenities. Business services are offered, including laptops for guest use. There's also an attached theatre. Included in the room rate is on-site parking, Wi-Fi, hot tub and concierge services.

Address: 699 Main Ave,
Durango, CO 81301
Telephone: 800.247.4431.



(Ask for FPA Chapter Meeting rate)
Room Rate:
\$139 + \$9.9% tax (\$152.76/night)
Cut-off Date: March 6, 2017

PROPOSED SCHEDULE
(subject to change)

THURSDAY, 4/6

Optional tour Mesa Verde National Park
6:00-7:00 pm Welcome Reception/
Registration

FRIDAY 4/7

Breakfast (included in room rate)
8:00 am – 12:15 pm
Morning CME Session
12:30 pm
Group Planned Tour with lunch
6:00-7:00 pm
Hospitality Hour

SATURDAY, 4/8

Breakfast (included in room rate)
8:00 am – 12:15 pm
Morning CME Session
12:20 pm
Chapters Business Meetings
Afternoon
Lunch on own/free to explore
6:30-7:00 pm
Hospitality Hour
7:00-9:30 pm
Group Dinner

SUNDAY, 4/9

Breakfast (included in room rate)
Individual departures

Chapter scientific and aviation schedule will post online and in future publications.

CHAPTER MEETING REGISTRATION AND CANCELLATION

Make cancellations 14-or-more days prior to the meeting commencement with the FPA Headquarters office: 936.588.6505 or by emailing ahenderson@fpadrs.org. Cancellation in the 2 weeks prior to the meeting may include non-refundable deposits, event guarantees, and other charges. The chapter officers determine the amount charged for late cancellation after review of the meeting finances.

We look forward to having you with us in Durango – a truly exciting place to fly and visit!

John Davis & Mark Thoman



Dixie and Great Lakes Chapter Spring 2017 Meeting

Destin, Florida

April 20-23, 2017

Contact: John Freitas, MD
Jfreitas2004@comcast.net
734.994.6213 or 734.775.1547
George Cowan, MD
shadow722@aol.com

Stunning white beaches, challenging golf and world-famous fishing define the Emerald Coast city of Destin, Florida. Snuggled against the Gulf of Mexico in northwest Florida, Destin is rightfully famed for its sugar-white sands and emerald-hued waters. And due to its plentiful and always hungry underwater population, Destin is widely known as the "world's luckiest fishing village."

Vacationing in Miramar Beach is like taking a stroll down memory lane through the beach towns of your childhood. It brings back the feel of those classic coastal enclaves with its scenic beach roads, surf shops, fabulous restaurants, and panoramic views of the Gulf of Mexico.

But don't let the nostalgic beach vibe of Miramar fool you. It also has ultra-modern amenities and activities that are ideal for family fun. Spend the day enjoying Jet Ski rentals, parasailing and endless shopping opportunities at one of the nation's largest designer outlet centers, Silver Sands Premium Outlets.



GETTING THERE AND STAYING THERE

AIRPORT: Destin Executive (KDTS), 1001 Airport Road, Destin, FL 32541, 850.837.6135

FBO: Destin Jet South, 8 miles to Embassy Suites Hotel Destin.

FBO Contact: Brian Cherry, 850.837.6135 or fax 850.654.0618.

Email: bcherry@destinjet.com

Tie-down/night: \$15 single, \$20 twin.

First night tie-down is waived for fuel purchase. Hangar rates if available:

\$50-75 single, \$75-\$125 twin per night. Fuel Discount: 60-cents/gal retail.

COMMERCIAL AIR: Destin-Fort Walt Beach (KVPS) 42 miles to Embassy Suites

RENTAL CAR: Hertz, Enterprise and Destin Jeep arrangements by Destin Jet. Email customerservice@destinjet.com



MEETING HOTEL: Embassy Suites by Hilton Destin Miramar Beach
RATES: \$179 king or double queen suite; \$199 King water view (includes breakfast)
TELEPHONE: 850.337.7000
ADDRESS: 570 Scenic Gulf Drive, Destin FL, 32550
RESERVATION CUT-OFF: March 21, 2017
ONLINE RESERVATION: http://embassy-suites.hilton.cmo/en/es/groups/personalized/D/DSIESES-FPA-20170420/index.jhtml?WT.mc_jd+POG

MEETING SCHEDULE

Thursday, April 20, 2017

6 pm Hospitality reception

Friday, April 21, 2017

7 am Breakfast
 (included in room rate)

8 am – 12:15 pm

CME Session I

Afternoon

Tour of Hurlburt Field, Eglin AFB
 (lunch included)

6 pm Hospitality reception

Dinner on your own

Saturday, April 22, 2017

7 am Breakfast
 (included in room rate)

8 am – 12:15 pm

CME Session II

12:20 pm Chapter Business
 Meetings

Lunch on your own; afternoon free to explore

6 pm Hospitality reception

7 pm Group Dinner

Sunday, April 23, 2017

Breakfast (included in room rate)

Individual departures on your own

Register online at the FPA web site: www.fapdrs.org and use your credit card. Or, complete registration information online and send a check to FPA Headquarters, 11626 Twain Drive, Montgomery, TX 77356. Please mark clearly on the check that payment is for the Dixie-GL Spring 2017 Meeting.



CHAPTER MEETING REGISTRATION CANCELLATION

Make cancellations 14-or-more days prior to the meeting commencement with the FPA Headquarters office: (936) 588-6505, or ahenderson@FPAdrs.org.

Cancel registration in the 2 weeks immediately prior to the meeting with the chapter planners. Cancellation fees may include nonrefundable deposits, event guarantees, and other charges. The Chapter officers determine the amount charged for late cancellation after review of the meeting finances

TRI-CHAPTER FALL 2017 MEETING

**Omni William Penn Hotel
Pittsburgh, Pennsylvania
September 14 – 17, 2017**

Contact: John Mulvey, MD
fenceinflyer@comcast.net

September 14 – 17: Mark the dates on your calendar and plan to join the Northeast, Great Lakes and Dixie Chapters for an incredible meeting with outstanding CME, great location and the camaraderie of pilot physicians! Lots of “plane” talk to go with the CME.

Recently named one of the “Best Places to Travel in 2016” by Travel + Leisure, rated the nation’s “No. 1 Food City” by Zagat and named among the “Top Destinations on the Rise” by TripAdvisor, it’s easy to see why everyone’s talking about Pittsburgh! It’s a meeting you do not want to miss.

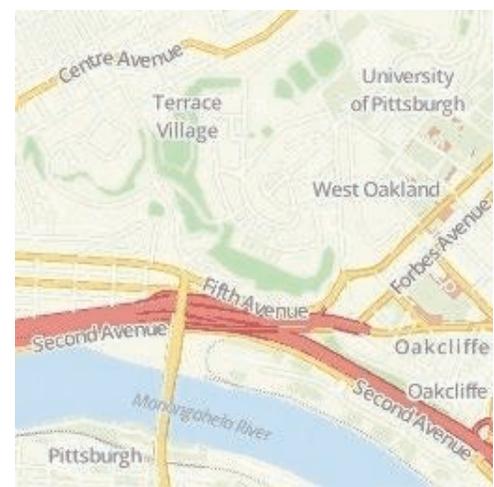
The Omni William Penn Hotel is known as the “Grand Dame of Downtown Pittsburgh”, and it’s the place you want to be! Make room reservations early and before August 25 at 1.800.THE.OMNI to receive the group rate, \$169.00. Be sure to reference “Northeast Chapter Flying Physicians” when reserving.

Hold September 14-18 on your calendar, a full weekend designed for you, pilot physicians and families. More to come!



We look forward to seeing you there!

**John and Cindy Mulvey,
Northeast Chapter
George and Kim Cowan,
Dixie Chapter
John and Beth Freitas,
Great Lakes Chapter**



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!

FPA WINTER BOARD MEETING

January 20-22, 2017
Hilton St. Charles Hotel
New Orleans, Louisiana

WINTER BOARD POST-MEETING TOUR

Winter Board Post-Meeting Tour
January 22-23, 2017
National WWII Museum
Group Dinner at Commander's Palace
Contact: Bernard A. Heckman, MD
B.heckman1@verizon.net

FLYING DENTISTS ANNUAL SKI TRIP

February 24-27, 2017
The Crestwood
Snowmass, Colorado
Contact: Ray Rhoades, DDS
913.244.7140

FLYING DENTISTS CUBA ADVENTURE

March 25-31, 2017
Contact: Steve Sudderth, DDS
828.443.7648

SUN'N'FUN INT'L FLY-IN & EXPO

April 4-9, 2017 LAL
Lakeland, Florida

SOUTHWEST-WESTERN CHAPTERS SPRING MEETING

April 6-9, 2017
April 6, 2017 Optional Day Tour - Mesa Verde Nat'l Park
Historic Strater Hotel
Durango, Colorado

DIXIE-GREAT LAKES CHAPTERS SPRING MEETING

April 20-23, 2017
Embassy Suites by Hilton at Miramar Beach
Destin, Florida

AOPA Fly In

April 28-29
Camarillo, California (KCMA)

AEROSPACE MEDICAL ASSOCIATION ANNUAL MEETING

April 29-May 4, 2017
Sheraton Hotel Downtown
Denver, Colorado

FPA 63RD ANNUAL MEETING

June 3-6, 2017
Marriott Hotel Downtown
Knoxville, Tennessee

FPA ANNUAL POST-MEETING TOUR

June 7 -10, 2017
Branson, Missouri
Contact: Bernard A. Heckman, MD
B.heckman1@verizon.net

AOPA Fly In

September 8-9, 2017
Norman, Oklahoma (KOUN)

TRI-CHAPTERS FALL MEETING

September 14-17, 2017
William Penn Omni Hotel
Pittsburgh, Pennsylvania

AOPA Fly In

October 6-7, 2017
Groton, Connecticut (KGON)

ACUNA MEXICO - MEDICAL CLINIC MISSION

Arrive Del Rio, Texas, October 27
Contact: Tena Fink 682.225.2594
October 28, 2017

AOPA Fly In

October 27-28, 2017
Tampa, Florida (KTPF)

DIXIE-GREAT LAKES CHAPTERS SPRING MEETING

April 19-22, 2018
Hilton Downtown Hotel
Wilmington, North Carolina

AEROSPACE MEDICAL ASSOCIATION MEDICAL MEETING

May 6-10, 2018
Hilton Anatole Hotel
Dallas, Texas