RECAP NEWS—2021 CAMA ANNUAL SCIENTIFIC MEETING

The 2021 CAMA Annual Scientific Meeting in San Antonio, Texas, was a resounding success!! We had a total of 105 medical professionals and 41 guests, including some special guests at the Friday evening Honors Night Banquet. There were many flight physicians who had gone through the RAM (Residency in Aerospace Medicine) program at Brooks Air Force Base in the past who came to the meeting to reminisce with friends and colleagues.

Since we were unable to present the Fellows and awardees in person in 2020, those who were in attendance at the San Antonio meeting were hailed and recognized along with the 2021 individuals.

The CAMA President is elected for a two year term, and in September 2021, Dr. Gary Saboe retired as President, and Dr. David Schall took office to serve through October 2023. New officers and board members were also elected and approved and are listed on Page 2 of this edition.

We were very excited to receive the news that CAMA Life Member, Harriet Lester, MD, Northeast Regional Flight Surgeon was named the FAA’s 2021 Flight Surgeon of the Year.

Dr. Daniel Danczyk, CAMA Executive Board member, formerly of the Mayo Clinic, has been named as the third psychiatrist on the FAA’s staff at their headquarters. He will augment the FAA’s capabilities for disposition of cases with pilots who have a history of mental health treatment.

Dr. James R. DeVoll, long-time CAMA Member has been named President of the Aerospace Medical Association (AsMA) for 2021-2022.

We anticipate that 2022 will be a wonderful year for CAMA activities, educational programs, and support for Aviation Medical Examiners! The web site has been updated to show the current officers and board members, and the 2022 individual membership and corporate membership forms are available for you to join or renew your membership.

2021 was the first year that we have partnered with Podiumcast to have our educational lectures, both for CAMA Sunday and the Annual Scientific Meeting, videotaped (voice-over slide images). The recordings were provided to all attendees as part of the registration for the Annual Meeting. If you were not in attendance at the 2021 San Antonio meeting (attendees received the presentations as part of registration), the full series of presentations are available for purchase from Podiumcast.com for $99.00. The four-hour CAMA Sunday lecture series with slides are available for $29.00. Go to Podiumcast.com, click on “categories” and then “medicine”
and you will find both the CAMA Sunday and 2021 Annual Scientific Meeting video programs available for purchase. Page 3 of this newsletter has an outline of the lectures recorded at CAMA Sunday. Podiumcast is the same company that records all of the educational sessions during the Aerospace Medical Association (AsMA) annual meetings. We do plan to continue our coordination with Podiumcast for recordings of all future CAMA Sunday and Annual Scientific Meeting programs. Podiumcast provides lifetime access to the libraries either purchased or provided by CAMA as part of the meeting registration process. They make an excellent review of the educational material provided during our programs.

Locations and venues for the 2022 and 2023 Annual Scientific Meetings and associated activities have been selected and contracted—see the EVP article on Page 25 for additional information. We look forward to participating at the Aerospace Medical Association (AsMA) meeting in Reno, Nevada, in May, with terrific CAMA Sunday and CAMA Luncheon programs. If you attend the AsMA Annual Meeting, please consider joining us for these activities and earn CME in the process. The CAMA Sunday and CAMA Luncheon programs will be announced in the next newsletter.

On the following pages are photos of the 2020 and 2021 Fellows and award winners, photos of the passing of the gavel, and photos of presenters and participants in the San Antonio Annual Scientific Meeting. We thank volunteer CAMA Photographer Dr. John Perry for his photos from the field trip and meeting and also appreciate the additional photo contributions from attendees at the meeting.

It is time to pay your 2022 dues if you have not already done so!!! We recommend that you use the convenient, secure online renewal module on the Members Lounge page of the CAMA web site.

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2 Flight Physician December 2021
The Civil Aviation Medical Association held multiple medical education presentations during the Aerospace Medical Association Annual Scientific Meeting in Denver, Colorado, August 29-30, 2021. Copies of the CAMA Sunday presentations are still available for purchase on the Podiumcast.com web site for $29.00. Click “categories” and “medical” to access all CAMA recordings.

CAMA Sunday Lectures – Four hours comprised of four different presentations given on August 29, 2021

Two one-hour presentations by Cheryl L. Lowry, MD, MPH and Brian S. Pinkston, MD, MPH

Lecture Module Topic - Practice Gap:
Environmental physiology, prevention of disease, and medical care in extreme environments is not widely taught in traditional medical institutions. This module will introduce the prevention and treatment of illness in extreme environments.

Dr. Brian S. Pinkston, MD, MPH - Medicine at the Extremes (One Hour) – Introduction to human physiology in extreme environments and treatment of disease

Objectives
After this lecture, attendees should be able to:
• Describe the physiological effects and illnesses associated with altitude exposure
• Discuss the gas laws and how they affect human performance from
undersea to space
• Identify common illnesses associated with temperature extremes

Dr. Cheryl L. Lowry, MD, MPH - Expedition Support (One Hour) – Introduction to the medic’s role in supporting an expedition to an extreme environment

Objectives
After this lecture, attendees should be able to:
• Describe key components to performing a pre-participation examination
• Evaluate personality styles and motivational psychology of typical extreme environment participants
• Discuss the fundamental concepts in building an expedition medical kit
• Identify common illnesses and treatments in extreme environments

Two one-hour presentations by Douglas J. Ivan, MD

Lecture Module Topics:
1) Quality of Vision (QoV) and Ocular Aging Effects on Aviator Visual Performance

• Macular degeneration genetic testing and prevention.
• Prescription correction for pilots with presbyopia — Frames & Lenses fit for pilots with and without gradient sun protection.
• Cataract treatment with replacement intraocular lens options.
• Floater prevention and treatment options.

2) Aeromedical Aspects of Color Perception and Color Vision (CV) Testing

• Color vision deficiency screening using standardized tests, standardized lighting, and methodology.
• Prescription corrected visual acuity versus uncorrected visual acuity color vision screening.
• Use of contrast sensitivity testing in Color Contrast Test screening.
• How good is “good enough” color vision for the 8-10% color deficient males in the population and how the FAA Operational Color Vision Test and color vision Medical Flight Test makes the choice.

Objectives
After these lectures, attendees should be able to:
• Know the factors of macular degeneration and the various testing methods
• Be aware of the various prescription correction lenses for pilots
• Determine when cataract treatment is necessary
• How to prevent and treat floaters
• Know the various testing modules and methodology for color vision deficiency detection and screening techniques
• Know when to use the FAA Operational Color Vision Test and color vision Medical Flight Test for a pilot with color vision deficiencies

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Link to CAMA Sunday library:
https://podiumcast.com/store/events/2021-civil-aviation-medical-sunday
Getting to know the new President…

David G. Schall, MD MPH FACS
CAMA President 2021-2023

Dr. Schall spent his formative years in upstate New York, being regularly imprinted from above by the aircraft of nearby Griffiss AFB. He moved west for his senior year of high school to Kansas City, receiving his BA in Biology & Chemistry and MD degrees from the University of Missouri. His year group was the inaugural class of the “experimental” 6-year combined undergraduate/graduate MD program right out of high school, launched in 1971. Additionally he was one of the first Air Force Health Professions Scholarship (HPSP) recipients in 1973, the year the legislation passed. Originally planning to be a Plastic & Reconstructive Surgeon with a Fellowship in Hand surgery, he was pulled out of his General Surgery internship program to “meet the needs of the Air Force.” Offered an assignment to Korea as his first tour, he was able to negotiate the stateside equivalent at Little Rock AFB, Arkansas. As his first introduction to flight medicine, he flew in a variety of aircraft, travelled the world in both directions, and worked aircraft as well as missile accidents to include a real “Broken Arrow” nuclear mishap.

The Titan II Missile at Damascus, Arkansas exploded with its warhead attached inside the silo, injuring many. Dr. Schall provided his newly acquired ATLS skills to the most badly injured. He then decided to delve further into Aviation Medicine by doing the Air Force RAM (Residency in Aerospace Medicine) program, completing his MPH at the Johns Hopkins School of Public Health and his second year at Brooks AFB. In his spare time, he served as a test-subject on the Human Centrifuge for the OBOGS (Onboard Oxygen Generating System) development. On completion of his Residency he was selected to be the Chief of Aerospace Medicine at the world’s largest Fighter Training base at the time, Luke AFB, Az. Luke had 4 squadrons of F-15’s and 3 squadrons of F-16’s, to include the first squadron of F-16C/D’s in the Air Force. Lots of back seats, and lots of flying! Dr. Schall began to catalogue some of neck injuries in high-performance aircraft he was beginning to see, later publishing this and becoming a consultant for TAC (Tactical Air Forces) Surgeon on Neck injuries in high performance aircraft.

Dr. Schall with “his” F-16D, 83-184 he picked up brand new from the General Dynamics Factory with his name on it.

Dr. Schall working at the scene of a C-130 Crash

Dr. Schall working at the scene from the Titan II Explosion
Dr. Schall reunited with his jet over 30 years later, now flying in the Reserves.

His surgical roots grew back and he elected to pursue surgical training as an Otolaryngologist Head & Neck Surgeon, which seemed to be a better fit with his aviation medicine background. He completed this at the University of Nebraska, while also serving in the Nebraska Air National Guard (NE-ANG), flying in RF-4C Reconnaissance Fighter aircraft. He deployed to NATO exercises in Turkey and flew sea reconnaissance missions over the Mediterranean during his residency.

Upon graduation, he was assigned to Scott AFB where he served as the Chief of ENT and later Chairman of Surgery. During this assignment, Dr. Schall deployed to a large contingency hospital in the Middle East during the first Gulf War (Camp Nacirema-American spelled backwards). When not busy as an ENT Surgeon, he flew over 20 combat support missions with the Tanker task force re-fueling Fighter strike packages in and out of the combat zone.

He later was selected for a prestigious Neurotology and Skull Base Surgery Fellowship with Internationally renowned Dr. Michael E. Glasscock of the Ear Foundation and Vanderbilt University. Upon completion of his Fellowship he was “loaned” to the Army at Madigan Army Medical Center in Tacoma, WA, where he served as both the Chief of the ENT Department and Residency Program Director. He was able to integrate the program with trainees from both the AF and Navy, training the next generation of military Otolaryngologists.

Dr. Schall teaching a Resident on the intricacies of removing an Acoustic Neuroma Tumor from Cerebellar Pontine Angle at Madigan Army Medical Center.
Dr Schall was then assigned to the AF Surgeon General’s office in Washington D.C., to become the Deputy of the Air Force Medical Operations Agency (AFMOA) helping run the day-to-day operations of the AF Medical Service globally. Additionally he was selected to be the Otolaryngology Consultant to the AF Surgeon General, managing staffing/assignments and GME selections throughout the AF for the specialty. From there he went on to be the Vice-Wing Commander of Wilford Hall, the AF’s largest Medical Center during the “Y2K” crisis. Later he was selected to be the Command Surgeon for the Air Force Academy and dealt with challenges of 9-11, while commanding all the AF military treatment facilities in the Colorado Springs region. From there he served as the Command Surgeon for the Pacific Air Forces, the senior medical advisor to the 4-Star General. The Indonesian Tsunami and SARS outbreak as well as force structure changes in Korea were just a few of the challenges he dealt with.

His final military assignment was serving as the Combatant Command Surgeon for the Supreme Allied Commander at Europe European Command, in Stuttgart, Germany. In charge of a 92 Country area of responsibility (AOR), he helped coordinate training, security cooperation and humanitarian assistance throughout the AOR, as well as coordinating the care of our International coalition casualties from Iraq and Afghanistan. Later he helped stand up AFRICOM as its own Combatant Command. Retiring in 2010 after 37 years of service (Active/Guard/Reserve), having visited over 50 countries, and accumulated over 1600 hrs of flight experience in 42 different types of aircraft (to include 6 in-flight emergencies), it was time to hang up the uniform.

His military decorations included the Defense Superior Service Award, the Legion of Merit with 2 Oak Leaf clusters, the Meritorious Service Medal with 3 Oak Leaf clusters, the Air Medal, the Air Force Commendation Medal with one Oak Leaf Cluster and the Humanitarian Service Award. Dr. Schall later went to work for the FAA first as a Regional Flight Surgeon for the Great Lakes Region (the second largest Region in the FAA) and later for CAMI (Civil Aerospace Medical Institute) in Oklahoma City. Now in his 11th year, Dr. Schall has helped the FAA develop its ENT standards for Airmen with a variety of conditions, from Cochlear Implants, Hypoglossal nerve stimulators, Meniere’s disease, to Head & Neck Cancer, etc. He has reviewed over 20,000 Airmen cases. He is an active Pilot, a member of the Air Force Academy Flying Club and Civil Air Patrol. He enjoys helping Airmen and teaching. Finally, none of this would have been possible without the unwavering support of his Bride of 46 years (“whither thou goest”) and 3 great kids.

Dr. Schall has authored over 17 Publications and is an alumni member of AOA (Alpha Omega Alpha) Academic Honor Medical Society; the recipient of the J. Calvin Davis Award for the outstanding Resident in Otolaryngology; the Howard R. Unger Award for Literary Excellence-Society of USAF Flight Surgeons; the Association of Military Surgeons of the US: Military History Essay Award; Federal Air Surgeon-AAM Office of the Year; Kent K. Gillingham Award for Outstanding Contributions in the Field of Spatial Disorientation; Civil Aviation Medical Association President’s Commendation; the John A. Tamisiea Memorial Award and the Flying Physician’s Association Tabari Award for Excellence in presentation. He is a Fellow in American College of Surgeons, Aerospace Medicine Association, American College of Preventive Medicine, American Academy of Otolaryngology-Head & Neck Surgery, Society of Military Otolaryngologists and Emeritus Member of the Society of USAF Flight Surgeons.
I’d like to start my first President column with a special thanks to our out-going President Dr. Gary Saboe for his steadfast leadership. Despite all the challenges that came his way, from CoVID, cancelled meetings, Budget shortfalls, Zoom conferences, and yet another almost-cancelled meeting in San Antonio. However, it came off and the actual attendance defied all logic. Well done Gary! Additionally, we would not be where we are today without the faithful “behind the scenes” services of Ms. Sherry Sandoval. How she does what she does is clearly pure magic, but in reality, it is just plain hard work with decades of experience and wisdom. Always a good steward of CAMA’s meeting arrangements, she is able to get us the best. My hat goes off to both of you for keeping us on firm footing and giving us a bright future.

The San Antonio meeting more than delivered with both amazing speakers and venues. I’d like to recap some of those experiences. My RAM Classmate, Col (Ret) Dr. Tom McNish opened the meeting enthralling us with his amazing life experiences as a Vietnam F-105 “Thud” Fighter Pilot, the challenges and grit of surviving both physically and mentally as a POW in North Vietnam for over 6 years. He found his second calling in Medicine, while caring for other POWs. Repatriated, Tom went on to medical school and later trained in both Family Practice and Aerospace Medicine. Merging his two loves, Tom had the opportunity to become a USAF Pilot-Physician in the A-10 “Warthog.” We left inspired.

Dr. Susan Northrup, our new Federal Air Surgeon, provided updates from Washington and her bold vision for the future of FAA Aeromedical Certification. An advocate for the General Aviation Pilot, we look forward to the many improvements she plans to bring. Dinner at the Alamo was inspiring. In the setting of the “hallowed grounds” where Texas independence was birthed in 1836, we had a chance to reflect on the sacrifices of heroes like Col. William Travis, James Bowie, Davey Crockett and over 200 others who gave their lives.

The following day we heard from some of the legendary staff of the old School of Aerospace Medicine during its “glory days,” remembering the shoulders on which we stand. Dr. Dick Hickman shared his experience on how the Air Force became a world leader in aeromedical cardiology. The late Dr. Tom Tredici had prepared his talk but unfortunately passed before he could share, on the history of Aerospace Ophthalmology. His talk was well delivered by his protégé, Dr. Doug Ivan. Astronaut-Physician Dr. Story Musgrave, always a favorite speaker at our meetings, did not disappoint. Sharing on “Excellence, Exploration and Evolution,” in pushing boundaries no matter where we find ourselves, gave us further inspiration. Dr. Bill Ercoline, shared the story of one of the unsung heroes in the development of early cockpit instrumentation to prevent spatial disorientation, developed by Col. William Ocker. For many of the gray-hairs in the audience, this was new to us. The meeting concluded with tours of the former USAF-SAM Brooks AFB campus led by Dr. Bill Ercoline and Dr. Chuck Fisher. This was quite memorable to many of us who trained there, remembering our times in the Hyperbaric/Hyperbaric Chambers and Centrifuge.
Our organization and its members have much to be proud of. Many great ideas have been birth'd from our very own membership, such as CACI's (Conditions AME's Can Issue) which has been adopted by the FAA and the list continues to grow. The late Jack Hastings push to look at the role Neuropsychological testing should play in the accurate assessment of cognitive ability of Airmen to return to flying status. We continue to look for ways to allow more people to enjoy aviation, like Jessica Cox, the armless pilot who earned a Sport Pilot rating flying the Ercoupe with just her feet.

Dr. Saboe set a high bar with the San Antonio meeting, I can only hope to come close with our upcoming meetings in Albuquerque, NM in 2022 and Omaha, NE in 2023.

I wish you all the best for the Holidays and New Year as you weather the Omicron variant of COVID. Peace and Grace to you all.

Dave Schall

Jessica Cox holding Dr. Schall’s Business Card with her toes.

Dr. Schall discussing ENT during Annual Meeting
Wow, CAMA members! What a spectacular series of LIVE, from the podium, presentations were delivered at CAMA Sunday (29 Aug) and during our LIVE, 2021 Scientific Meeting (23-25 Sep) in San Antonio! Please, if you could not be in attendance for either of these events, go back and look at the agendas. And when you thought it could not get better, let it be known that all the sessions were video recorded (presentation voice over slides) by Podiumcast.com, allowing these stellar presentations to live on and be available to you online. I extend my sincere gratitude to all "RAM," USAFSAM, FAA, and CAMA colleagues for coming together and making this Scientific Meeting happen. While being located on the grounds of the previous USAF School of Aerospace Medicine (USAFSAM), this was our one last chance to participate in aerospace medicine lectures being delivered by historic giants in our medical specialty (Tredici, Musgrave, Hickman, McNish, Ivan, Schall) – did I say Schall?

A special thank-you is for Dr. William "Bill" Ercoline who presented a fitting tribute to the history of instrument flight and pilot spatial disorientation at both our CAMA Luncheon (receiving the David Millett Oratory Award, 30 Aug) held during the Aerospace Medical Association (AsMA) meeting in Denver, CO, and again at our Scientific Meeting in San Antonio. But unlike everyone else in attendance at our Scientific Meeting, co-located on the grounds of old Brooks AFB and the previous USAFSAM, Dr. Ercoline still works there and has charge of the still active for research and training Hyperbaric/Hypobaric Chambers and Human Centrifuge. His assistance with our Executive Vice President (EVP), Sherry Sandoval, was essential in making local arrangements, and then providing a concluding Capstone event for our meeting with his opening the Pressure Chambers and Human Centrifuge facility for touring by our attendees. The tour was a nostalgic moment for many of us who had trained with and operated that equipment during our earlier professional lives.

Thank you to our EVP, Sherry Sandoval, who sustained our CAMA home office during the turbulent past two years, requiring rescheduling our 2020 Scientific Meeting in Albuquerque NM to 2022, moving CAMA’s geographical location from Georgia to Texas, and ushered in process changes to accommodate Zoom Video Teleconferencing meetings that allowed the business of our association to prosper. Through her management skills, and as Editor of our quarterly CAMA publication, “Flight Physician,” we have been able to

Gerald W. Saboe, DO, MPH
CAMA President, 2019-2021

Gerald “Gary” Saboe, DO, MPH, is from West Union, IA, and now resides in Texas. He serves as an U.S. Air Force Civil Service Flight Surgeon (GP-15) examiner and certification authority for the 559th Aerospace Medicine Squadron at Reid Clinic, Joint Base San Antonio-Lackland, Texas. He is an FAA Senior Aviation Medical Examiner and a single-engine land, instrument rated, commercial pilot.

Dr. Saboe received his BA (Biology & Chemistry) from Luther College, Decorah, IA, in 1975, his DO from Des Moines University, College of Osteopathic Medicine and Surgery, Des Moines, IA, in 1978, and served a 1-year internship at Normandy Osteopathic Hospitals, St Louis, MO. He completed an U.S. Air Force Aerospace Medicine residency program, earning an MPH from Johns Hopkins University, Bloomberg School of Public Health in 1984, and then completing a residency in Aerospace Medicine at the U.S. Air Force School of Aerospace Medicine, Brooks AFB, TX, in 1985. In 1986, he became board certified in Aerospace Medicine and in 1999, board certified in Occupational Medicine. Dr Saboe retired as a Colonel from the U.S. Air Force in 2003 and has continued to be employed as an U.S. Air Force Civil Service Flight Surgeon, as well as being active in his AME private practice (Saboe Aviation Medicine).

Dr. Saboe is a current Diplomate of the ABPM and AOBPM in Aerospace Medicine/Preventive Medicine. He is a Fellow of the Aerospace Human Factors Association, the Aerospace Medical Association, the American College of Occupational and Environmental Medicine, the American College of Preventive Medicine, the American Osteopathic College of Occupational and Preventive Medicine, and the Civil Aviation Medical Association. He is a past recipient of the CAMA President’s Commendation and the Audie & Bernice Davis Awards.

CAMA Past President’s Message

Wow, CAMA members! What a spectacular series of LIVE, from the podium, presentations were delivered at CAMA Sunday (29 Aug) and during our LIVE, 2021 Scientific Meeting (23-25 Sep) in San Antonio! Please, if you could not be in attendance for either of these events, go back and look at the agendas. And when you thought it could not get better, let it be known that all the sessions were video recorded (presentation voice over slides) by Podiumcast.com, allowing these stellar presentations to live on and be available to you online. I extend my sincere gratitude to all “RAM,” USAFSAM, FAA, and CAMA colleagues for coming together and making this Scientific Meeting happen. While being located on the grounds of the previous USAF School of Aerospace Medicine (USAFSAM), this was our one last chance to participate in aerospace medicine lectures being delivered by historic giants in our medical specialty (Tredici, Musgrave, Hickman, McNish, Ivan, Schall) – did I say Schall?

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(Continued on Page 10)
continue to provide civil aviation medicine news and professional value to our members.

For all who are enjoying the new look of the CAMA website, please thank Dr. Edmond Feeks. As Vice President of Communications and Representation, he took on the role of further developing the CAMA website two years ago and with the help of his committee members (Sherry Sandoval with Drs. Avinoam Barlev and Rodney Williams) has made tremendous headway in its new design and updated information being provided. We will look forward to an eventual member-only section with expanded content.

I give a special Congratulations to Drs. Thomas Tredici (deceased) and Richard Hickman on being individual recipients of the 2021 Forrest and Pamela Bird Award and Dr. Richard Roth for being the recipient of the 2021 Audie and Bernice Davis Award; Dr. Edward Feeks for being the recipient of the 2021 Jim and Sammie Harris Award; Dr. Story Musgrave for being the recipient of the 2021 David Millett Oratory Award; Dr. Douglas Ivan for being the recipient of the 2021 CAMA President’s Commendation Award; and, Dr. Warren Silberman for being the recipient of the AsMA 2021 John A. Tamisiea Award. And, Congratulations! to our new 2021 CAMA Fellows: Drs. Matthew Cooper, Sasson Hadar, John Long, Gregory Ostrom, and John Perry.

When I was recommended by CAMA Past President (2011-13) Dr. Hugh O’Neill to become a Vice President for CAMA in 2011, I recognized the trust and expectation to lead like-minded specialists and professionals forward in our mission dedicated to civil aviation safety. The success of my progress for CAMA will be measured in the years to come. I thank all who preceded me for their leadership; thank my Executive Board members for their guidance, support, and productivity in advancing CAMA’s mission; and thank CAMA membership for your support.

Dr. David Schall, a very highly trained aerospace medicine specialist and neurotologist, will now very capably lead the way for CAMA in meeting the aero-medical safety challenges of civil space flight, as well as atmospheric operations here on Earth. And, I am elated to congratulate Dr. James DeVoll following his election by AsMA to lead that organization as their 2021-2022 President.

So, as Dr. Richard Hickman’s Bird Award talk reminded, “Remembering the Shoulders That We Stand Upon," we have work to do!

Your Past President,
Gerald “Gary” Saboe, DO, MPH

Aviation Medical Clinic in the Houston Area is seeking a Physician to perform Aviation Medical Examinations. Experience in Internal Medicine or Family Practice is a plus. Interested applicants should send a CV and resume to: Deanna McKee, P. O. Box 57868, Webster, Texas 77598

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EMPLOYMENT OPPORTUNITY
Pilot Minute Takes off
By Susan Northrup, MD, MPH
Federal Air Surgeon

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In our ongoing efforts to improve communications with the aviation community, we recently introduced Pilot Minutes. Liberally borrowing from the concept of the AME Minute series, these microlearning events will be aimed at airmen and other interested groups.

The first Pilot Minute talks about what pilots can do to help themselves through the airman medical certification process. It advises users to reach out to their AMEs, the FAA, or one of the many pilot advocacy groups. And it discusses simple recommendations regarding submissions, such as making sure everything is legible, dated, and signed, and includes the applicant’s name and any identifying numbers on letters from the FAA. In less than 30 days, the episode was viewed approximately 60,000 times via social media platforms.

The second Pilot Minute presents information on what the Office of Aerospace Medicine is implementing to speed up the process on our end. These initiatives came out of an Airman Certification Summit we had with stakeholders, including advocacy groups, labor unions, and employees who work in the system. We will have a follow-up summit very soon. We are preparing to film the third and fourth editions of Pilot minute later this fall. The topics will be first aid/survival kids and seating antihistamines. And more will follow in the months to come.

If you have any ideas for future Pilot Minutes, please let us know. Our development team includes educators, learning specialists, physiologists, and several flight surgeons and medical officers who fly. I hope you enjoy them!

Susan (And, yes, that is my Stearman!)
We recently received some great news regarding resolutions by the Aerospace Medical Association (AsMA) and the American Osteopathic Association (AOA) recognizing the vital nature of physicians in Aerospace Medicine. Below is the AOA resolution and on the following page is the AsMA resolution.

American Osteopathic Association Resolution NO. H-201, unanimously adopted 17JUL2021

SUBJECT: VITAL NATURE OF BOARD-CERTIFIED PHYSICIANS IN AEROSPACE MEDICINE

SUBMITTED BY: American Osteopathic College of Occupational and Preventive Medicine

WHEREAS, Aerospace Medicine is an internationally recognized, unique specialty of medicine with advanced education requirements supporting all domains of aviation and space flight; and

WHEREAS, in over a century of support, the Aerospace Medicine Team, led by Aerospace Medicine physicians, has advanced the art and science of every human flight endeavor, resulting in improved safety, reduced mishaps, and enhanced mission accomplishment;

WHEREAS, Aerospace Medicine physicians are required to maintain their professional knowledge and standing with state medical licensure, current specialty board certifications, continuing medical education activities, and ongoing privileging; and have extensive knowledge, skills, and professional self-regulation in the full and total range of the practice of Aerospace Medicine; and

WHEREAS, in an effort to reduce costs, outsource work, and pass-on legal liability, there has been a trend in managed medical care, U.S. commercial airlines and in the U.S. governmental departments to replace Aerospace Medicine physicians with non-aerospace medicine mid-level providers (protocol driven, lack of specialty training/experience), resulting in significantly increased risk and reduced safety margins; and

WHEREAS, 193 state parties are signatories to the Convention on International Civil Aviation (“Chicago Convention”), which obliges the governments to reciprocally implement certain international regulatory standards, including physician responsibility pertaining to medical fitness of license holders, prevention of ill health and management of public health events in aviation, now, therefore be it

RESOLVED, that the AOA recognizes the unique contributions and advanced qualifications of Aerospace Medicine professionals; and specifically opposes any and all efforts to remove, reduce or replace Aerospace Medicine physician leadership in civilian, corporate or government Aerospace Medicine programs and aircrew healthcare support teams; and be it further

RESOLVED, that the AOA advocates against further Aerospace medicine mid-level provider scope of practice expansions that threaten the safety, health, and wellbeing of aircrew, patients, support personnel and the flying public.
Aerospace Medical Association Resolution 2020 – 01, adopted 13JUL2021

Title of Resolution: Vital Nature of Board-Certified Physicians in Aerospace Medicine

WHEREAS Aerospace Medicine is an internationally recognized, unique specialty of medicine with advanced education requirements supporting all domains of aviation and space flight; and

WHEREAS in over a century of support, the Aerospace Medicine Team, led by Aerospace Medicine physicians have advanced the art and science of every human flight endeavor, resulting in improved safety, reduced mishaps, and enhanced mission accomplishment;

WHEREAS Aerospace Medicine physicians are required to maintain their professional knowledge and standing with State medical licensure, current Specialty Board certifications, continuing medical education activities, and ongoing privileging; and have extensive knowledge, skills, and professional self-regulation in the full and total range of the practice of Aerospace Medicine; and

WHEREAS, in an effort to reduce costs, outsource work, and pass-on legal liability, there has been a trend in Managed Medical Care, US commercial airlines and in the US Governmental Departments to replace Aerospace Medicine physicians with non-aerospace medicine mid-level providers (protocol driven, lack of specialty training / experience), resulting in significantly increased risk and reduced safety margins; and

WHEREAS, 193 state parties are signatories to the Convention on International Civil Aviation ("Chicago Convention"), which obliges the governments to reciprocally implement certain international regulatory standards, including physician responsibility pertaining to medical fitness of license holders, prevention of ill health and management of public health events in aviation, therefore...

BE IT RESOLVED THAT, World legislative, regulatory and rule-making bodies’ codify Aerospace Medicine specialty, practitioners and the unique leadership roles of Aerospace Medicine physicians.

FURTHER BE IT RESOLVED THAT, AsMA recognizes the unique contributions and advanced qualifications of Aerospace Medicine professionals; and specifically opposes any and all efforts to remove, reduce or replace Aerospace Medicine physician leadership in civilian, corporate or government Aerospace Medicine programs and aircrew healthcare support teams;

FURTHER BE IT RESOLVED THAT, AsMA advocates against other mid-level provider scope of practice expansions that threaten the safety, health, and wellbeing of aircrew, patients, support personnel and the flying public.

NOTE: The articles published in this newsletter are presented for informational purposes and topics of discussion and do not necessarily represent the opinions or recommendations of the Civil Aviation Medical Association.
Hazel Ying Lee: The First Chinese American Woman Pilot

Written by Terry Kraus, FAA Historian

Hazel Ying Lee, born and educated in Oregon, became the first Chinese American woman to earn a pilot's license and fly for the U.S. military, as one of two Chinese Americans in the Women Airforce Service Pilots (WASPs) — the other was Margaret “Maggie” Gee from California. Known for her good nature, piloting skill, and courage, Lee’s peers considered her an excellent colleague and pilot.

At an early age, Lee knew she wanted to fly. After graduating from high school, she took a job as an elevator operator at a department store to earn money for flight lessons. At the age of 19, she joined the Chinese Flying Club of Portland and took lessons from aviator Al Greenwood. She earned her pilot’s license in October 1932.

In 1933, like many Chinese American pilots at that time, she went to China, hoping to become a military pilot. The Chinese Air Force turned her down because they did not allow women pilots. Despite her disappointment, she remained in China. For a while, Lee had a military desk job, and flew, on occasion, for a commercial airline. She again tried to join the Chinese Air Force in July 1937, when the Second Sino-Japanese War officially began. The military again rejected her because of her sex. Returning to the United States in 1938, she worked for the Chinese government as a buyer of war materials in New York.

In the fall of 1942, Lee applied for the Women’s Flying Training Detachment, which later merged with the Women Airforce Ferrying Squadron to become the Women’s Airforce Service Pilots (WASP). She began her training in February 1943 at Avenger Field in Sweetwater, Texas. During the six-month training program, she learned to fly a variety of military planes. Lee relished her role and her ethnicity, teaching her fellow WASPs about her culture, and even inscribing classmates’ nicknames in Chinese characters with lipstick on their airplanes.

After training in Texas, Lee was stationed at the Air Transport Command’s Romulus Army Air Base in Michigan. There she flew ferrying and administrative flights in the Boeing-Stearman PT17s, North American T-6 Texans, and the Boeing C-47, which could transport up to 6,000 pounds of cargo. In 1944, Lee attended Pursuit School in Brownsville, Texas, becoming one of approximately 30 women qualified to fly high-powered, single-engine fighter aircraft, such as the Republic P-47 Thunderbolt, North American P-51 Mustang, and the Bell P-63 Kingcobra.

(Continued on Page 15)
Known for her humor and fearlessness, Lee had only two forced landings in her career. The first was in a Kansas farmer’s field. The farmer mistook her for a Japanese pilot— at a time when the U.S. was at war with Japan and prejudice against Japanese Americans was high — and chased her around her plane with a pitchfork until she was able to convince him otherwise.

On November 10, 1944, Lee received orders to go to the Bell Aircraft factory at Niagara Falls, New York, to pick up a P-63 and deliver the plane to Great Falls, Montana. During the war, Lee and the other Pursuit pilots delivered over 5,000 fighters to Great Falls, an important link in supplying Russian allies with planes. From Montana, male pilots flew the fighters to Alaska, where Russian pilots waited to fly the planes home.

After a weather delay in Fargo, North Dakota, Lee took off for Montana. She was cleared to land in Great Falls at the same time a large number of P-63’s approached the airport, creating confusion on the part of the control tower. Upon landing, Lee’s plane and another P-63 collided and burst into flames. Lee, pulled from her burning plane, died two days later, on November 25, 1944, as a result of her injuries. Three days after hearing of her death, her family received a telegram informing them that her brother Victor had been killed in combat in France. The two are buried alongside each other at Riverview Cemetery in Portland, Oregon.

Of the 1,102 women who in the WASP program, 38 died in service. Lee was the last. Although they flew under military command, the WASPS were classified as civilians and received no military benefits. On average, they were paid less than their male counterparts, had to pay for their own room and board, and had to buy their own uniforms. The Air Force would not pay for their funeral expenses even if they died in service. In 1977, President Jimmy Carter gave WASPs veteran status. President Barack Obama awarded the WASPs the Congressional Gold Medal in 2010.

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“Reprinted with permission, this story originally ran on Cleared for Takeoff, the blog of the Federal Aviation Administration.”

To read this story in its original form, please use the following link to the FAA web site Cleared for Takeoff - Hazel Ying Lee: The First Chinese American Woman Pilot | by Federal Aviation Administration | Cleared for Takeoff | Medium

Want to read about more aviation pioneers? Go to https://www.faa.gov/about/history/pioneers/

www.doppeldeckerdesign.com
At age 16, I had a summer job shoveling asphalt on the first-ever (surface level) parking lot for commercial aircraft at O'Hare field. The only air carrier on the field was United Airlines, located in a small terminal on the south perimeter of the field. Little Sky Haven Airport's grass strip was swallowed by O'Hare's development to the south.

I recall no conscious attraction to aviation from those early experiences, and I busied myself with the scientific program in high school, pre-medical courses at Notre Dame, and medical school at St. Louis University. While an intern at Los Angeles County General Hospital in 1966, I was farmed out to a local hospital to deliver babies. As I waited for a delivery about 3 o'clock on the top bunk, I was reading a Time magazine and saw an ad that read: "$5.00 ....Learn to Fly." I took that lesson, and something happened that has been a part of me ever since.

I bought books, read, and took my private pilot written exam before I flew solo. After internship, we moved to Rochester, Minnesota, for a residency in neurology. There, at Gopher Aviation, I obtained my private, commercial, and instrument ratings (I had to sneak away to take my instrument check ride at Minneapolis International). Our flying club rate for a Cessna 150 was $4.50 an hour wet.

Following residency I spent one year in Danang, South Vietnam, at the 95th Evacuation Hospital up from China Beach. The Navy had good food and no neurologist, so we traded. My second year in the Army was at Fitzimmons in Denver, and I flew a T-34 from the flying club to Illinois to take my state licensure exam. It was in December, and I had to stop at Rochester due to bad weather and was forced to take the airline. On the way back in the T-34, I lost my gyros in clouds and flew needle, ball, and airspeed until I broke out at 10,000 feet. At the time, I thought for sure I would not live to tell this tale. Why there was no ice, I do not know.

I practiced in Chicago for seven years, and we then moved to Tulsa for more family time.

I enjoyed flying and bought my first airplane in Chicago, a Bonanza. I became an aviation medical examiner in 1976 and began teaching for the FAA in 1981. Soon thereafter, we bought a 30-acre farm. With the farm and family obligations, I stopped flying for seven years, and instead, learned how to handle a Ford 25 HP diesel tractor with all its attachments. I always felt that machine was far more dangerous than any airplane I had flown. It nearly tilted into the pond on more than one occasion, as I tried to minimize my weed-eating chores. I learned to love the farm as I studied the plants, was educated by an old cutting horse, and planted 1500 trees.

I began flying again in 1992 and have flown since. I became involved with teaching and consulting for the FAA, CAMA, the Aerospace Medical Association, Experimental Aircraft Association, and more recently, the American Bonanza Society. I went back to school, and a couple of years ago became board certified in Aerospace Medicine. I must say this achievement was more gratifying than passing my neurology boards in 1972.

Now, after 60 years on earth, having owned seven airplanes, and having spent some 4300-plus hours in the air, over half of which has been in my current (and last) airplane, I can look back and see what aviation has afforded. It has given me friendship, camaraderie, purpose, and joy. I have loved it so, and I love it still. Being able to commingle aviation and medicine has been doubly rewarding.

When George Burns was once asked about how he could maintain such enthusiasm each night after so many decades on the stage, he replied: "Find something to do, and then go do it. It works." Yes, it does. That has been absolutely true for me.
CAMA Space Medicine Committee News

Among the topics of discussion at this year’s CAMA Annual Scientific Meeting was the dramatic return of the topic of space flight to the public mind and heart. In his Friday keynote address, retired NASA astronaut Dr. Story Musgrave spoke of the promise of space exploration and how it is aided by the lessons learned from life experience.

Adding to the interest of this year’s CAMA meeting, Virgin Galactic became the first private company to send civilians more than 50 miles above the Earth’s surface in July of this year. Just one week before the CAMA meeting, SpaceX launched the Inspiration4 mission. Shortly afterward, actor William Shatner, “Captain Kirk” himself, briefly visited space on a suborbital flight courtesy of Blue Origin. China has even sent a 3-person crew on a 6-month mission to its new space station, demonstrating that human spaceflight is now a truly global phenomenon.

While NASA is pursuing human deep space flight, the current public excitement about space travel reflects the efforts of private corporations. Virgin Galactic, SpaceX and Blue Origin have now all flown civilian "space tourists" on either sub-orbital or orbital flights. SpaceX has also announced plans to send civilians on a free-return trajectory around the moon, on an orbital version of the "Starship" vehicle, currently in advanced testing.

Multiple CAMA members have been actively involved in the space industry over the past few decades. Several were instrumental in the publication of the AsMA medical recommendations for orbital and suborbital civilian flight—first released 20 years ago. With this background in mind, CAMA has created an ad-hoc Space Medicine Committee, made up of members from diverse backgrounds in civil and military medicine, ranging from hyperbaric and diving medicine to involvement in NASA’s ground support medical programs. CAMA has always been dedicated to promoting and preserving aviation safety through our educational, leadership recognition, and advocacy programs. The Space Medicine Committee is working to explore the best ways in which CAMA can continue to fulfill its role in supporting AMEs and the broader aerospace medical community as civilian spaceflight activity grows.

The remainder of the decade promises to be an exciting time in civil spaceflight. Now that the long-term dream of civilian spaceflight has become a reality for a privileged few, it is likely that access to space will come within reach of an increasing number of people, and CAMA remains dedicated to providing its important ongoing support to the aerospace community.

For further information on CAMA’s support of space medicine, email us at camaspacemed@gmail.com.

The Chair of the newly formed CAMA Space Medicine Committee is Dr. Basil Spyropoulos. Members of the committee are listed on lower portion of the “About CAMA/Officers” page of the CAMA web site at www.civilavmed.org. If you have ideas or information regarding space medicine, please contact Dr. Spyropoulos at the above-listed email address.

Editor’s Note: Wikipedia defines “Space Medicine” thusly: “Space medicine is the practice of medicine on astronauts in outer space whereas astronautical hygiene is the application of science and technology to the prevention or control of exposure to the hazards that may cause astronaut ill health. Both of these sciences work together to ensure that astronauts work in a safe environment. The main objective is to discover how well and for how long people can survive the extreme conditions in space, and how fast they can adapt to the Earth’s environment after returning from their voyage. Medical consequences such as possible blindness and bone loss have been associated with human spaceflight.”

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Contact: sales@chantillyair.com or 800.720.JETS
WASHINGTON—The Federal Aviation Administration (FAA) proposed today requiring commercial hot-air-balloon pilots to hold medical certificates when operating for hire. The rule would mandate a second-class medical certificate, the same standard required for commercial pilots.

“Balloon pilots are responsible for the safety of their passengers,” FAA Administrator Steve Dickson said. “This proposed rule would ensure that balloon pilots meet the same medical requirements as pilots of other commercial aircraft.”

Currently, commercial balloon pilots are exempt from the medical requirement. In the FAA Reauthorization Act of 2018, Congress directed the FAA to revise the medical certification standards for commercial balloon pilots. The draft rule also addresses a National Transportation Safety Board (NTSB) recommendation that the FAA remove the exemption.

The FAA in recent years took steps to increase the safety of hot-air-balloon tourism by working with the Balloon Federation of America (BFA) on an accreditation program. The program includes voluntary standards for pilots and operators and offers multiple tiers of BFA safety accreditation.

The FAA will publish the draft rule in the Federal Register in November, and the public will have 60 days to provide comments. After the comment period closes, the FAA will review all comments before publishing a final rule.

EDITOR NOTE: This legislation is very interesting in light of the 2022 CAMA Annual Scientific Meeting to take place in Albuquerque, New Mexico, September 22-24, 2022. Our meeting will be only a few days prior to the start of the yearly Balloon Fiesta in Albuquerque where hundreds of hot air balloons take flight each year. If the proposed legislation takes effect prior to next year’s Fiesta, there will be a large number of balloon pilots seeking FAA second-class medical certificates.
Audie and Bernice Davis Award—Established by Harvey Watt & Company to recognize an outstanding Aviation Medical Examiner (AME) each year.

2021 Recipient—Richard S. Roth, MD

Recipient Criteria:
- Provides exceptional service to his/her airmen to assure longevity and safety in aviation
- Provides counseling and guidance for health maintenance going beyond the routine FAA physical examination, recommending and educating the airman in his/her responsibility for health maintenance.
- Works closely with the airman to assure the correct diagnosis is made, remaining alert and vigilant for conditions which might affect the health of aviators and providing guidance for early intervention
- Demonstrates his/her commitment to the health maintenance of those who fly and the safety of flight
- Gives time willingly and unselfishly to educate airmen, families, and the public in aviation medical matters; Provides an exceptional service to airmen, the aviation industry, and the FAA

Forrest and Pamela Bird Award—

2021 Recipients—Thomas J. Tredici, MD (accepted by Paul Nieman, son-in-law of Dr. Tredici), and James Richard Hickman, Jr., MD, MPH

Recipient Criteria:
- Aircrew Member who, through personal skills and judgment, has averted or limited potential injury to others, before, during, or after his/her flight duties
- Conceptual Aeromedical Technologist who has been personally responsible for a concept or concepts that have served to directly advance the welfare of aircrew members and/or their passengers
- Legislator who has been instrumental in protection Civil Aviation Activities, from burdensome political regulatory encroachment, which clearly serves to maintain individual airman freedom
- Physician who has distinguished himself/herself by the mass educational expansion of the mandated flight physical into a periodic overall examining procedure, serving as a means for the early detection of disease with potentially life-limiting or fatal consequences in both men and women
- Aircraft passenger who has meritoriously served his or her fellow man during or following an in-flight emergency

Jim and Sammie Harris Award—Presented annually to the individual(s) who as a CAMA member has demonstrated administrative excellence in support of CAMA and its ideals.

2021 Recipient—Edmond F. Feeks, MD, MPH
President’s Commendation Award—This award is at the discretion of the CAMA President, designed to recognize an individual who has done the most to promote the CAMA mission during the year.

2021 Recipient—Douglas J. Ivan, MD

John A. Tamisiea Award—Established and sponsored by the Civil Aviation Medical Association in memory of John A. Tamisiea, MD. Awarded annually to an aviation medical examiner or other individual who has made an outstanding contribution to the art and science of aviation medicine in its application to the general aviation field, it is presented at the annual Aerospace Medical Assn. meeting each spring at its Honors Night gala event.

2021 Recipient—Warren S. Silberman, DO, MPH

David P. Millett Oratory Excellence Award—Presented to a speaker of particular excellence and expertise. Given at either or both the CAMA Luncheon during the AsMA annual meeting and the CAMA Annual Scientific Meeting.

2021 Recipients—William R. Ercoline, PhD (AsMA)

Story Musgrave, MD (Annual Scientific Meeting)

Fellowship—Fellowship in the organization signifies a major accomplishment in an individual’s career in Aerospace Medicine. The Membership Committee will recommend to the Executive Board candidates for Fellow. Fellow candidates must be CAMA members who have made outstanding contributions to CAMA and will be elected at the CAMA Annual Scientific Meeting by the Executive Board by a 2/3 majority of those in attendance.

1. A candidate for Fellowship must:
   - Be a CAMA member in good standing for a minimum of 5 consecutive years prior to election.
   - Be a regular, interested participant in CAMA as demonstrated by frequent meeting attendance, submission of articles to the CAMA publications, committee participation, etc.
   - Have an active interest in civil aviation medicine as demonstrated by medical practice and participation in aviation medical activities.
   - Be respected by peers in national and/or international aviation medical organizations.

2. Priority will be given to those CAMA members who have made significant contributions to civil aviation medicine.

2021 CAMA Fellowship Designees:

Matthew M. Cooper, MD, MBA, FACS
Sasson Hadar, MD
W. John Long, MBBS, FRCS
Gregory L. Ostrom, MD
John P. Perry, MD

Left to Right: Gerald W. Saboe, DO, MPH, CAMA President, John P. Perry, MD, Matthew M. Cooper, MD, MBA, FACS, W. John Long, MBBS, FRCS, Gregory L. Ostrom, MD, Avinoam Barlev, MD (accepting for Sasson Hadar, MD) and Gregory A. Pinnell, MD, Fellows Committee Chair

Sasson Hadar, MD, accepting CAMA Fellowship Award from Dr. Barlev
Three legends—Dr. David Schall, Dr. Thomas McNish, and Dr. Story Musgrave

Dr. Gerald Saboe, CAMA President, and Dr. Story Musgrave

One of Dr. Story Musgrave’s keynote presentation slides

Dr. Thomas McNish, Opening Keynote Speaker, and two of his presentation slides

Dr. Gerald Saboe, CAMA President, and Dr. Thomas McNish, 2020 Bird Award winner

Andrew Lambert, FAA Attorney

Dr. Miranda Latif (Cairo), Sherry Sandoval (CAMA EVP), and Dr. Mai Habib (Cairo)

Dr. Susan Northrup, Federal Air Surgeon and Past CAMA President
2021 CAMA Annual Meeting Photo Gallery (continued)
Field Trip and Dinner at the Alamo

The Alamo Mission, commonly called the Alamo and originally known as the Misión San Antonio de Valero, is an historic Spanish mission and fortress compound founded in the 18th century by Roman Catholic missionaries in what is now San Antonio, TX.

Heroes at the Alamo

Alamo Monument

Uniforms in the Alamo Museum

The Alamo in 1836

Dinner at the Alamo Pavilion

“You may all go to hell and I will go to Texas,” Davy Crockett said angrily after losing his 1835 Tennessee reelection for the US Congress.

The Alamo Pavilion

Judy and Dr. Reddoch Williams

Dr. Warren and Yalonda Silberman

Elaine Perry, Leah Hale, Donna Miller, Billie DeJohn, Sarah Long

23 Flight Physician December 2021
CAMA 2021 Annual Meeting (continued)

Special thanks to Dr. Saboe for his service 2019—2021!

Panel for “Would You Fly With This Pilot?” case review. Dr. Christopher Flynn, Dr. Andrew Miller, FAS Dr. Susan Northrup, Dr. Alan Kozarsky, Dr. David Schall, and Dr. Roger Hesselbrock

Photos of Dr. Thomas Tredici at age 97 furnished by his friend Dr. Steven Stanek

Model of B-17 flown by Dr. Thomas Tredici during WWII. Model donated to the Tredici Family by Dr. Steven Stanek

Annual Meeting Classroom

Dr. Story Musgrave, former NASA astronaut, CAMA Life Member, and Amazing Keynote Speaker!

Socializing after classes

CAMA Corporate Members: AirDocs & Pilot Medical Solutions

Dr. Andrew and Donna Miller

Dr. Hernando J. Ortega, Past President of AsMA
Dues and Membership 2022

Given the unusual circumstances brought on by the COVID-19 pandemic and the cancellation of the CAMA and AsMA 2020 Annual Scientific Meetings, many CAMA members overlooked paying their CAMA dues in 2020 and 2021. CAMA operating expenses continue whether or not we hold an annual meeting. There are still office supplies, WiFi, FAX and telephone expenses, web site maintenance, deposits made for coming years’ meetings and activities, promotional materials, production of newsletters, and the new CAMA web site.

If you have not already done so, please check out the CAMA redesigned web site with advanced security, easy access to news and information, links to important FAA information and web sites, and the capability to complete dues forms and annual scientific meeting registrations online, as well as the capability to process online payments for dues and annual scientific meetings!!

The web site is www.civilavmed.org. The dues online payment forms, for both individual and corporate memberships, are located in the Members’ Lounge. You may also download and print regular copies of individual and corporate dues forms from that same page for emailing, faxing, or sending via the post office, along with your preferred form of payment, for home office processing.

The new pay online function is a terrific time-saving element of the redesigned CAMA web site that provides both convenience and security for CAMA members to transact business with CAMA from anywhere without needing access to a printer or FAX machine.

Of course, you may continue to join CAMA, renew your membership, or register to attend the Annual Scientific Meeting via email, fax, or regular post office mail using downloaded or printed versions from the web site or forms from the newsletter, “The Flight Physician.”

Call the CAMA Home Office at 770-487-0100 or email civilavmed@aol.com if you have questions or experience problems.

RECAP—2021 Aerospace Medical Association Meeting in Denver, Colorado

The Aerospace Medical Association (AsMA) meeting, usually held in May of each year, was moved to August 29—September 2, 2021, and took place at the Sheraton Hotel Downtown in Denver, Colorado. CAMA held a CAMA Sunday program on Sunday morning, August 29th, and hosted a key note speaker at the CAMA Luncheon on Monday, August 30th. See Page 3 for a full description of these educational programs and how to purchase copies of the presentations from Podiumcast.com for a very nominal price.

The CAMA Sunday program will take place in May 2022, on the first day of the AsMA annual meeting. Please remember that CAMA Sunday is a free program and that tickets to the CAMA Luncheon must be purchased IN ADVANCE from AsMA. No tickets are sold at the door.

The 2022 CAMA Sunday program and Keynote Speaker for the CAMA Luncheon are currently under development and will be reported in the first newsletter for 2022.

RECAP—2021 Annual Scientific Meeting in San Antonio, Texas

The 2021 Annual Scientific Meeting took place in person on September 23-25, in San Antonio, Texas, at the new Embassy Suites-Brooks on the grounds of the old Brooks Air Force Base. Many CAMA members and AMEs went through RAM training at Brooks, and after the conclusion of the last day of the Annual Scientific Meeting, Dr. Bill Ercoline conducted a tour of the remaining facilities for those who were interested. Many great memories and stories were exchanged during the meeting among those who had participated in the USAF RAM program at Brooks.

We are very happy to advise you that there were no reports of COVID-19 infection among meeting attendees during or after the San Antonio meeting.

Our Thursday field trip and catered dinner was held at the Alamo in downtown San Antonio. The Alamo is the centerpiece of Texas history and the gem of San Antonio. One simply cannot visit San Antonio and not go to the Alamo and walk in the footsteps of Davy Crocket, Jim Bowie, and the other heroes of Texas history!
2022 Annual Scientific Meeting in Albuquerque, New Mexico

The Hotel Albuquerque Old Town will be the site of the 2022 CAMA Annual Scientific Meeting. The hotel is situated right in the middle of the Old Town section of Albuquerque, New Mexico, with tons of shopping and restaurants, with various museums and points of interest within a short walking distance of the hotel.

The Albuquerque CAMA annual scientific meeting will be held from Thursday 09/22/22 through Saturday 09/24/22. This is shortly before the 2020 annual International Balloon Fiesta in Albuquerque, so those who attend the meeting may wish to block off some days after the meeting to participate in the balloon festivities, sightseeing, shopping, hiking, or indulging in the amazing New Mexico cuisine! Santa Fe and Taos are a short ride north of Albuquerque, and there are a number of Native American pueblos nearby for sightseeing and shopping.

Our Thursday field trip will be to the Anderson Abruzzo Albuquerque International Balloon Museum, where we will tour the various colorful and interesting exhibits covering the history of balloon flight and the various hot air vehicles used over the years. Our dinner will take place on the second story of the museum (there is an elevator), overlooking the incomparable views of Sandia Peak and Balloon Fiesta Park. As our meeting will take place close to the time of the Annual Balloon Fiesta, I have been advised that there will very likely be balloons we may observe at the park practicing for the fiesta events. There are a number of hot air balloon companies in Albuquerque who take individuals up for flights (very, very early in the mornings!), so you may wish to book a flight during your stay in Albuquerque.

My daughter Lisa and I took a flight with Troy Bradley, owner of Rainbow Ryders, in May 2018. It was a phenomenal experience that I highly recommend!! Mr. Bradley has crossed both oceans in hot air balloons several times in the past, and many of the items in the Hot Air Balloon Museum are his exhibits, photos, equipment, and donations. Although not currently required by the FAA as of this writing, Mr. Bradley, as a commercial hot air balloon pilot, maintains a First Class Certificate. (See related article on Page 18).

The 2022 Annual Scientific Meeting program is currently under development and should be available when registration opens in early May, 2022. The registration form, hotel link, and preliminary program will be posted to the Annual Meeting page of the CAMA web site around the first of May. Please block the dates on your calendar, as this will be a meeting you will NOT want to MISS!!

2023 Annual Scientific Meeting in Omaha, Nebraska

Shortly before Thanksgiving, I drove to Omaha to tour a number of hotels and field trip venues which were interested in hosting our 2023 CAMA Annual Scientific Meeting. The DoubleTree Hotel in downtown Omaha has been selected as the site of the 2023 annual meeting, and the Strategic Air Command Museum will be the venue for our Thursday field trip and catered dinner. The beautiful airplanes in the museum were simply impossible to resist, and attendees in 2023 will certainly enjoy walking among those amazing aircraft before dinner in the Atrium!

The DoubleTree has an amazing meeting space with HUGE screens, and they have promised that the room rates will be at the Federal Government per diem rate for Omaha in 2023 (currently $110). The Old Market shopping and restaurant district is within walking district of the hotel, as is the river event area currently under development (scheduled for completion in early 2023, with shops, museums, and other interesting venues).

The dates for the 2023 Annual Scientific Meeting are October 5-7, 2023, so reserve those dates on your calendar, please.

As a matter of interest, Dr. John A. Tamisiea, for whom the Tamisiea Award is named (CAMA sponsors this award each year at the Aerospace Medical Association [AsMA] meeting) graduated from Creighton Medical School in Omaha, Nebraska, in 1916. Dr. Tamisiea was a founding pioneer of aviation/aerospace medicine. He delivered the very first presentation at the very first meeting of the Aero Medical Association (now AsMA) in Detroit, MI, in 1929. He is buried in the Calvary Cemetery in Omaha.
EDUCATIONAL OPPORTUNITIES

Online Training, Refresher, and Resources for Continuing Medical Education (CME) Credit

With the potential travel and meeting restrictions imposed by COVID-19, opportunities for AME training and CME may become somewhat limited.

Ronan Murphy, MBChB, the CAMA Vice President of Education, has indicated that there are still resources online for those AMEs who need training and/or CME credits. Please see the information and links listed below.

If you are interested in becoming an AME, please contact the FAA Regional Office responsible for your locality. AME seminar attendance requires advance approval of the AAM-400 Education Division.

Available resources from FAA 400 Education Division:

1. FAA AME refresher courses may be moved to a Zoom format if necessitated by COVID-20 restrictions. Click the link below to access the course schedules 2022:

   https://www.faa.gov/other_visit/aviation_industry/designees_delegations/designee_types/ame/seminar_schedule/

   - Attendance requires approval in advance. Contact your Regional Flight Surgeon for approval, and the RFS staff will check availability for the course of your choice.
   - Registration opens three months prior to the start date of the seminar.
   - Participants must have an FAA Designee Registration System account (DRS) to sign up for the AME Refresher course.
   - If you do not have an account on DRS and wish to have one, click the following link for instructions:
     https://www.faa.gov/other_visit/aviation_industry/designees_delegations/designee_types/ame/media/drs.pdf

2. To locate other online courses that offer CME, click the following link:

   https://www.faa.gov/other_visit/aviation_industry/designees_delegations/designee_types/ame/ametraining/

   - Clinical Aerospace Physiology Review for Aviation Medical Examiners (CAPAME) – 6 hours American Association of Family Practitioners (AAFP) CME credit available
   - Multimedia Aviation Medical Examiner Refresher Course (MAMERC) 3.0 - 6 hours AAFP CME credit available

NOTE: See the following page of this publication for a list of all 2021 courses and dates.
# AVIATION MEDICAL EXAMINER (AME) SEMINAR SCHEDULE

For full information, visit the FAA web site at: [https://www.faa.gov/other_visit/aviation_industry/designees_delegations/designee_types/ame/seminar_schedule/](https://www.faa.gov/other_visit/aviation_industry/designees_delegations/designee_types/ame/seminar_schedule/)

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<td>Reno, NV</td>
<td>AsMA</td>
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<td>Oklahoma City, OK</td>
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<td>Albuquerque, NM</td>
<td>CAMA</td>
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<td>October 24-28</td>
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<tr>
<td>November 18-20</td>
<td>Oklahoma City, OK</td>
<td>Refresher</td>
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* The 2022 seminar schedule shown MAY change to virtual format should COVID-19 protocols change in 2022.

** We (FAA) recommend that you make sure all travel and lodging reservations are refundable. While scheduled to proceed as an in-person seminar, it may be rescheduled as a virtual seminar with little notice. This seminar will open for registration when the contract is approved and hotel room block information is received.

**Register for a Refresher Seminar**
Registration opens **three months** prior to the start date of the seminar. To register for a refresher seminar, you will need an account to access the Designee Registration System (DRS). Please review the instructions (PDF) on the FAA web site for creating a DRS account. Registration is open to the FAA Aviation Medical Examiner (AME)

If you are interested in becoming an AME, please contact the FAA Regional Office responsible for your locality. AME seminar attendance requires advance approval of the AAM-400 Education Division.

**Accreditation Statement**
The Civil Aerospace Medical Institute is accredited by the Accreditation Council for Continuing Medical Education to provide continuing medical education for physicians.

**Seminar Types**

**Basic**
A 4 1/2 day AME seminar focused on preparing physicians to be designated as Aviation Medical Examiners. Contact your Regional Flight Physician

**Refresher**
A 2 1/2 day AME refresher seminar consisting of 12 hours of AME specific subjects. You must use the Designee Registration System (DRS) to register for a seminar.

**Aerospace Medical Association (AsMA)**
A 3 1/2 day AME seminar held in conjunction with the Aerospace Medical Association (AsMA). Registration must be made through AsMA. Call 703-739-2240, extension 106/107. A registration fee is charged by AsMA to cover their overhead costs. Registrants have full access to the AsMA meeting.

**Civil Aviation Medical Association (CAMA)**
Sanctioned by the FAA, this seminar is sponsored by the Civil Aviation Medical Association (CAMA) and does fulfill the FAA recertification training requirements. Registration may be completed through the CAMA web site (www.civilavmed.org) or by calling CAMA at 770-487-0100
The FAA issues monthly reminders/updates for Aviation Medical Examiners in the form of a brief audio file with information on an important subject. Following is a summary of the most recent AME Minute issuances, in case you might have missed one. Earlier AME Minute items may be accessed from the FAA archive at:
https://www.faa.gov/other_visit/aviation_industry/designees_delegations/designee_types/ame/videos/

September 2021  https://www.faa.gov/tv/?mediaId=2298  Why should AMEs review visits to health professionals?

August 2021  https://www.faa.gov/tv/?mediaId=2294  Why would a pilot need an interim medical certificate?

July 2021  https://www.faa.gov/tv/?mediaId=2288  Why would a pilot need a verbal authorization?

June 2021  https://www.faa.gov/tv/?mediaId=2286  Why did I receive a letter about a vision restriction?

May 2021  https://www.faa.gov/tv/?mediaId=2282  Why does the FAA disallow AMEs from using PRNC?

March 2021  https://www.faa.gov/tv/?mediaId=2276  Why does the FAA now allow AASI recertification for pilots with a history of CAD?

March 2021  https://www.faa.gov/tv/?mediaId=2270  Different anticoagulant therapies - Why do different categories of anticoagulants have different wait times?

February 2021  https://www.faa.gov/tv/?mediaId=2265  FDA-approved TAVR procedure, Special Issuance - Why did the FAA introduce a policy on the TAVR procedure?

January 2021  https://www.faa.gov/tv/?mediaId=2254  AFib – Why is the FAA concerned about closure of the left atrial appendage?

May 2020  https://www.faa.gov/tv/?mediaId=2215  Insulin Policy, Part 1 – Why is the FAA now certifying pilots on insulin?

June 2020  https://www.faa.gov/tv/?mediaId=2225  Insulin Policy Part 2 – Why does the monitoring protocol for insulin-treated DM require so many reports?

June 2020  https://www.faa.gov/tv/?mediaId=2229  OTC Sleep Aids – Why is the FAA concerned about Over The Counter sleep aids?

August 2020  https://www.faa.gov/tv/?mediaId=2232  Pancreatitis – Why did the FAA issue new guidance regarding pancreatitis?

August 2020  https://www.faa.gov/tv/?mediaId=2238  – Designee Management System Profile – Why do AMEs need to update their profile in the Designee Management System annually?

September 2020  https://www.faa.gov/tv/?mediaId=2241  – Why can breast cancer be issued by an AME?

******************************************************************************

Link to the AME Guide via the FAA web site:  https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/

NOTE: This link is also found on the HOME page of the CAMA web site at www.civilavmed.org, along with other important FAA links.
Civil Aviation Medical Association  
Sustaining, Corporate, and Life Members

The financial resources of individual member dues alone cannot sustain the Association’s pursuit of its broad goals and objectives. Its fifty-plus-year history is documented by innumerable contributions toward aviation health and safety that have become a daily expectation by airline passengers worldwide. Support from private and commercial sources is essential for CAMA to provide one of its most important functions: that of education. The following support CAMA through corporate and sustaining memberships, and we recognize the support of our lifetime members:

### Corporate Members & Sponsors

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MBS International Airport  
8430 Garfield Road  
Freeland, MI 48623  
www.airdocs.net |                                         |
| Air Line Pilots Association, International       | John Taylor, National Pilot Assistance Chair  
7950 Jones Branch Drive, Suite 400 S  
McLean, VA 22102  
www.alpa.org |                                         |
| Allied Pilots Association                         | 14600 Trinity Boulevard, Suite 500  
Fort Worth, TX 76155  
www.alliedpilots.org |                                         |
| Aviation Medicine Advisory Service                | 15530 E. Broncos Parkway, Suite 350  
Centennial, CO 80112  
www.aviationmedicine.com |                                         |
| Doppeldecker Corp.                                | J. P. Berendsen  
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www.doppeldeckerdesign.com |                                         |
| Harvey Watt & Company, Inc.                       | 830 A1A N, Suite 13-308  
Ponte Vedra Beach, FL 32082  
www.singularsleep.com |                                         |
| MedAire, Inc.                                     | 4722 N. 24th Street, Suite 450  
Phoenix, AZ 85016  
www.medaire.com |                                         |
| Pilot Medical Solutions, Inc.                    | David Hale, CEO  
5901 Philip J. Rhoads, Suite 118  
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www.leftseat.com |                                         |
| Singular Sleep, LLC                               | 830 A1A N, Suite 13-308  
Ponte Vedra Beach, FL 32082  
www.singularsleep.com |                                         |

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Civil Aviation Medical Association (CAMA)  
Contact Information:

| Mailing address: | CAMA  
P. O. Box 823177  
Dallas, TX 75382 | Telephone: 770-487-0100 (Voice or Text) |
| Secure FAX:      | 770-487-0080                                                    |
| Web Site:        | www.civilavmed.org                                                |
| eMail:           | civilavmed@aol.com                                              |

30 Flight Physician December 2021
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Alex M. Wolbrink, MD, MS

CAMA is very pleased to announce a number of new members to our organization since our last publication. We welcome the following physicians and organizations into CAMA, and we look forward to working with each of them over the coming years.

New Members

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15473 Broad Oaks Road
El Cajon, CA 92021
AME
Specialty: Aerospace Medicine
Charles A. DeJohn, DO, MPH
11920 Wileman Way
Oklahoma City, OK 73162
Pilot, AOA, AsMA
Specialty: Aerospace Medicine
Jonah Elfassy, MD
Toronto, ON, Canada
Specialty: Family Medicine
(Continued on Page 36)
New Members (Continued from Page 35)

P. Mark Glencross, MD, MPH
406 Tarrow Street, Suite B
College Station, TX 77840
Senior AME, Pilot, AMA
Specialty: Occupational Medicine

David Hardy, DO, MPH
521 NW 38th Street
Oklahoma City, OK 73118
Manager, FAA Aerospace Medical Education Division, Civil Aerospace Medical Institute (CAMI)
Specialty: Aerospace Medicine

R B Hecker, DO, FAOCA
5108 Broadway, Suite 203
San Antonio, TX 78209
Senior AME, Pilot, EAA, AOA, HIMS
Specialty: Aerospace Medicine/Occupational/Family Medicine

Michael Housley, MD
412 N 200E
Logan, UT 84321
Senior AME, Pilot, AMA, EAA, AAFP
Specialty: Occupational Medicine

Timothy A. Hursh, MD, MPH
5009 Sunspear Drive
Arcadia, OK 73007
Specialty: Undersea and Hyperbaric Medicine

Harriet Lester, MD, Regional Flight Surgeon
Converted to CAMA Life Member
59-30 Rockaway Blvd.
Jamaica, NY 11434
AME, AsMA
Specialty: Ophthalmology

Joanna Nelms, MD, MPH, CPE
13642 Liberty Oak Street
San Antonio, TX 78232
AsMA
Specialty: Aerospace Medicine/ Occupational Medicine/ Environmental Medicine

William A. Pollan, DO, MPH
2033 Appellation
New Braunfels, TX 78132
Pilot, AOA
Specialty: Aerospace Medicine

John S. Raniolo, DO
P. O. Box 2263
Carefree, AZ 85377
Converted to Life Member
Senior AME, Pilot, HIMS, AOA, EAA, AsMA
Specialty: Cardiology

Andrew C. Sambell, MD
217 McKinley Circle
Waxahachie, TX 75167
AME, Pilot, AsMA
Specialty: Urology

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7234 Glen Ellen Bay
San Antonio, TX 78244
Pilot, EAA, AAPF, AsMA
Specialty: Aerospace/Occupational/Family Medicine

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Franklin, MI 48025
AME
Specialty: Family Medicine

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Permission to add name and address to the CAMA Web Site in the Members Only Section? YES NO

Please complete and return with your payment.

NOTE: Membership is from January 1st through December 31st of each year

| Membership dues                      | $ 150.00 U.S. Dollars |
| Sustaining Membership dues (optional) | $ 300.00 U.S. Dollars |
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| Life Membership                       | $1500.00 U.S. Dollars |

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*(E-mail address is REQUIRED – all CAMA correspondence, registrations, notifications, and publications are sent via email. Please notify CAMA of any email address changes so you will not miss any important information! CAMA does not share your information with any other entity or organization.)

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