CAMA News and Annual Scientific Meeting Registration

To date, 2022 has been a very productive year for CAMA activities, educational programs, and support for Aviation Medical Examiners! The CAMA web site contains the 2022 individual membership and corporate membership forms on the Members’ Lounge Page, available for you to join the organization or to renew your membership (www.civilavmed.org).

CAMA sponsored terrific CAMA Sunday and CAMA Luncheon programs at the Aerospace Medical Association (AsMA) meeting in Reno, Nevada, in May. If you were unable to attend the AsMA Annual Meeting, you may purchase a video library of all CAMA presentations. The CAMA Sunday and CAMA Luncheon programs are listed on Page 3 for your consideration. All five hours of these programs in a video library are now available for $39.00. See Page 4 for the order form.

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. You may also use the forms on the last pages of this publication to complete and email to CAMA for processing. It is important to note that CAMA members are notified first when there is an event, and registration fees for the Annual Scientific Meeting are lower for CAMA members.

REGULAR REGISTRATION FOR THE 2022 CAMA ANNUAL SCIENTIFIC MEETING IS OPEN THROUGH AUGUST 31ST!!!

The meeting will take place at Hotel Albuquerque in Old Town, Albuquerque, New Mexico, September 22—24, 2022. The registration form is on Page 19, followed by a copy of the program on Pages 20 and 21. The program has been approved by the American Academy of Family Physicians (AAFP) for a Continuing Medical Education (CME) rating of 23.5 hours. You may register either by completing the registration form contained in this edition or by using the convenient online registration and pay form on the “Annual Meeting” page of the CAMA web site at www.civilavmed.org. Membership forms and renewals may be processed simultaneously with annual meeting registration.

If you are bringing a guest (spouse, significant other, family member, etc.) who is also a medical professional in need of a CME certificate, please provide that guest’s full name and titles on the registration form. We do publish a directory of participants to all attendees at the Annual Scientific Meeting, so be sure to specify on the registration form which address you wish to use. Many professionals use their business address for this purpose. No email addresses or telephone numbers are used in the directory.
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Editor's Note: For listings of the various CAMA committees, please see the CAMA web site at: www.civilavmed.org. On the “About CAMA” tab, click the link for “Officers.” CAMA has many interesting committees and is always searching for expertise and fresh ideas in these areas. If you have an interest in adding your opinion and expertise to CAMA education, operations, planning, or management, please email us at civilavmed@aol.com, so that we may put you in touch with the Chair of any committee whose activities are of interest to you.

CAMA Refund Policy

As of 01/01/2018, the cancellation/refund policy with regard to Annual Scientific Meeting registration fees and guest fees has been established as follows:

1) If a refund is requested due to cancellation of attendance prior to the catering guarantee date (normally three weeks prior to the first day of the meeting – it varies by hotel, caterer, and location), 10% of the total registration fee amount, or $50.00, whichever is greater, will be withheld to cover bank and service processing fees.

2) If a refund is requested due to a cancellation of attendance after the catering guarantee date, the cost of the meals will be withheld from the refund, plus 10% of the total registration fee to cover bank and service processing fees.

3) Dire or unusual circumstances which require cancellation/refund (attendee and/or guest fees) after the guarantee date will be determined on a case by case basis (death in the immediate family, accidents, emergency surgery, etc.), but the 10% fee will be applicable in all cases.

4) The cutoff date for the guarantees are shown on the registration form for each year, so that there will be no misunderstandings. This year that date is August 31, 2022.
2022 CAMA SUNDAY AND CAMA LUNCHEON PROGRAMS/AGENDAS

These amazing presentations are available in the form of a video library for purchase from Podiumcast for a fee of $39.00. You may use the order form on Page 4 of this publication or you may go directly to Podiumcast.com and order from that web site using the following link: https://podiumcast.com/store/events/2022-civil-aviation-medical-sunday

CAMA Sunday Lectures – Four hours comprised of four presentations.

Sunday, May 22, 2022, 8:00 AM to 12:15 PM, recorded at the Peppermill Hotel and Casino, Reno, Nevada

8:00 AM to 9:00 AM:
Reno Air Races Video, “You Never Know…”
By John S. Raniolo, DO
Photo montage of the Reno Air Races
By David G. Schall, MD, MPH

9:00 AM – 10:30 AM
90-minute presentation by Frederick W. Telling, PhD

Lecture Module Topic – Air Racing in a Unique Environment:
This presentation will cover the unique environment of Air Racing. Factors Unique to these races include aging, highly modified aircraft and aging pilots. The Races take place in an arid, typically hot, geographically confined environment, in aircraft that set world speed records. There are specific medical requirements set forth in the Race rules of operation (approved by the FAA and vetted by the NTSB) which require sustained endurance in a high stress, low to the ground environment. As aircraft exceed 500 mph in the unlimited and Jet classes and exceeding 400 mph in the sport class, most being non-production home-built aircraft all with unique sets of issues. By the conclusion of the lecture the audience will have a grasp of the unique environment and pilot challenges as well as steps taken to mitigate these factors and to minimize risk.

10:45 AM – 12:15 AM
90-minute presentation by Jerome P. Limoge, MD

Lecture Module Topic – Gravitational Loss of Consciousness (GLOC) in the Air Racing Environment:
This lecture will cover Gravitational Loss of Consciousness (GLOC), including the physiology, indicators, contributing factors, prevention, and ways to mitigate it. Additionally, the presentation will discuss the unique environment in air racing of task saturation and flying at constant increased G loads beneath the curve where visual symptoms occur with the potential to progress to loss of consciousness due to sudden increased G loading. Mitigation strategies, risk management, and improved G tolerance will be stressed. By the conclusion of the lecture the audience will understand of how the above factors affect the planning and execution of these challenging air races.

CAMA Luncheon and One-Hour Presentation

Monday, May 23, 2022, 12:00 Noon - 02:00 PM, recorded at the Peppermill Hotel and Casino, Reno, Nevada

1:00 PM – 2:00 PM
One hour presentation by Tim “Chief T” Spencer, Emergency Management Specialist FEMA, Emergency Services Director Reno Air Races Association

Lecture Module Topic – Disaster Response for Air Race Crashes, “The Galloping Ghost” and Lessons Learned
This one-hour presentation will cover the specialized preparations, both physical and medical, for the Reno Air Races, to minimize risk to persons and property, as well as the prescribed response to emergencies that occur during the races and the recovery from such occurrences. Luncheon participants will gain an understanding of the extensive preparation for the air races to minimize risk of loss of life and property damage and the training for response and recovery of emergency service personnel.

For additional interesting information regarding the Reno Air Races Association, please check out their web site at: STIHL National Championship Air Races | Reno Air Races
2022 CAMA Sunday Medical Education Program

May 22, 2022
(Held during AsMA 2022)

Includes FOUR hours of presentations by four speakers + Luncheon Session (5 Hours Total)
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4 Flight Physician July 2022
I trust that this finds you doing well, especially those of you who attended the Aerospace Medicine Association meeting in Reno. For those unaware, we had an uninvited guest make a significant appearance at the meeting: a highly contagious CoVID Omicron subvariant. Over 270 of 1550 attendees (17%) came down with some form of CoVID symptoms after attending the meeting. This despite the fact that just about everybody was fully vaccinated and many wore masks and did social distancing.

However, we were not the only Medical Conference to be attacked by this uninvited guest. The Society of Academic Emergency Medicine (SAEM) had their meeting in New Orleans and suffered from this surge of the Omicron BA.12.1 subvariant. Reportedly, they had 100’s of cases after the meeting with case rates ranging from 18 to 67%. An earlier Conference held by Biogen in Boston, resulted in 175 Executives becoming infected with CoVID, and they sent it worldwide, with an estimated 20,000 cases from this single event. Well, if there is any good news that can come out of this, perhaps it is that we are rapidly approaching herd immunity, assuming that it does not mutate into a antigenically foreign subvariant, and there were no hospitalizations or deaths.

In other news, we had a fantastic CAMA Sunday and Monday Luncheon at ASMA. Our focus was on the history and aero-medical concerns for Air Racing, since we were in Reno, home of the world famous Air Races. Our Sunday session opened with a video and a photo-montage of scenes from the Air Races, followed by the President of the Reno Air Race Association, Dr. Fred Telling. Dr. Telling presented a captivating overview with fascinating videos on the history of Air Racing from the early years of aviation, the difficulties, to include the crash that ended the Cleveland Air Races to the most recent crash of the Galloping Ghost into the crowd back in 2011 at Reno. He reviewed their current Safety Management System and the multiple improvements made to protect both the attendees and the Pilots. He also went on to address the future of Air Racing and some of the exciting developments such as their Flight Scholarship program, MS Flight Simulator’s new Reno Air Racing package that puts you into the seat of the air racers, and their STEM activities around the country.

Dr. Telling’s lecture was followed by an outstanding talk from Brig. Gen. (Ret) Dr. Jerry Limoge, who is a Senior AME and serves as the Contest Committee Chairman and Chief Judge at the Reno Air Races and is a NTSB vetted subject matter expert on G-induced Loss of Consciousness (G-LOC). He presented on how they approach G-LOC prevention in Air Racing Pilots of various ages, along with some of the risk mitigations used with advanced designed water filled G-suits. He also addressed the use of both prescription and over the counter medication in Air Racers.

Our CAMA sessions were concluded with a captivating talk by Battalion Chief Tim Spencer. Tim is in charge of the Emergency Response at the Reno Air Races and managed the disaster response to the crash of the Galloping Ghost back in 2011.

The Accident that terminated the Cleveland Air Races in 1949 when a Mother and her infant child were killed in Berea, OH by one of the contestants.

He shared about how their mass casualty plan and Incident Command System mitigated further loss of life, as well as some of the unanticipated events that they had to respond to.
One thing in particular was the lack of sufficient tourniquets due to the overwhelming number of amputations caused by the flying debris; Nurses quickly went through the crowd and collected belts to be used for tourniquets. Amazingly, all seriously injured patients were transported quickly to the Trauma Centers and the last patient moved was under 50 minutes. All of these talks were recorded and if you missed them, I encourage you to get a copy of the Audio/Video and Slides from the Podiumcast website listed in our Newsletter.

Finally, I encourage you to join us in Albuquerque, Sept 22-24, 2022. We will not only offer a FAA AME Refresher Seminar but some fascinating updates on Aviation Neurology and the latest on Atrial Fibrillation stroke risk, but also learn about the challenges of Hot Air Ballooning with an Internationally renowned and Record setting Balloon Pilot, Troy Bradley. You won’t want to miss it!

For additional interesting information regarding the Reno Air Races Association, please check out their web site at: https://airrace.org/ and consider attending this year’s Air Races Sept 14-18, 2022 in Reno at Stead Airport.
As I was preparing the final draft of this editorial, this appeared in the daily news:

Actor Miles Tiller had jet fuel in his blood while spending hours surrounded by aircraft on the set of “Top Gun: Maverick.” Doctors also reportedly found flame retardant and pesticides in his blood as well.

This editorial is a written narrative based on a presentation I delivered at a Flying Physicians Association Annual Meeting on aviation toxicology. The points covered are:

- A brief history of the how recognized medical toxicology field
- Basic definitions
- Aviation-related toxic agent examples and their effects on humans
- Specific information sources on various aviation-related toxic exposures

In 1954, pediatrician Edward Press organized the first PCC, or Poison Control Center, in Cook County, Illinois. Pediatricians were the primary specialists who oversaw poison centers. This was the case because most calls originated from parents after their toddlers took a potentially toxic substance. These one- to three-year old children were big enough to get into a poison but not mature enough yet to know better.

Historically, the subspecialty of medical or clinical toxicology was not well recognized until the mid-to-late 1960s. In 1966 a group of academic and practicing pediatricians met in Chicago as the appointed members of the Subcommittee on Accident Prevention. Their goal was to study and recognize the unique role of physicians in accident prevention.

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Subsequently, in 1968, a group of practicing pediatricians and medical directors of various Poison Control Centers met to create an organization for physicians serving as medical toxicologists.

The new organization was chartered and named the American Academy of Clinical Toxicology, or AACT. In 1975, this organization formed the first physician examining board to administer an oral and written examination to candidates who sought certification in the field of medical toxicology. After several years the American Board of Medical Toxicology (ABMT) was recognized as a conoint board with pediatrics, emergency medicine, and occupational medicine. The newly recognized specialty organization was named the American College of Medical Toxicology, or ACMT and now requires two years of an accredited toxicology fellowship before taking the board exam.

Toxicologists are medical professionals who research and identify the impact of chemicals, toxic materials, medications, and radiation and who come from various scientific disciplines including:
- Academic
- Clinical (or Medical)
- Ecotoxicology
- Forensic
- Industrial and pharmaceutical
- Occupational

Definitions: Difference between Toxin and Toxicant

The word “poison” is from the Latin “Potare,” meaning “to drink.” Whereas the word “toxin” is from the Greek “Toxikon,” meaning “(poison) for use on arrows.”

The word “toxin” applies if the foreign material comes from a biological source. In other words, it is only a poisonous substance produced by living cells or organisms. “Toxicant,” on the other hand, should only be used if the foreign material came from artificial sources. Or the poisonous substance is manufactured and not produced biologically. Examples of toxicants or man-made chemicals are insecticides, bisphenol, and millions of other industrial chemicals.

The toxin is a poisonous substance, especially a protein, produced by living cells or organisms and is capable of causing disease when introduced into the body tissues, but is often also capable of inducing neutralizing antibodies or antitoxins. Some examples of toxins are variously capable of harm to humans. Bacteria and viruses are other examples of toxin production.

HAZARDS:
- Physical: Hazard that results from energy and matter and the relationship between the two
- Biological: Toxins that cause an illness dependent on their infectious and toxic properties
- Chemical: Agents that are toxic in one form or another, and the reaction will be dependent primarily on dose and duration of exposure

TOXIC EXPOSURES: HOW DO WE GET POISONED?

There are four main areas of poison exposure, one often not included in a typical poison event:
- Inhalation
- Ingestion
- Injection
- Absorption/Contact
- Radiation*

*RADIATION POISONING

Radiation poisoning is often not included in the discussion of the most common toxic exposures. However, it is in the area of a medical toxicologist’s expertise. The ACMT, as described above, offers medical toxicologists’ courses in diagnosing the treating patients with radiation poisoning.

AVIATION POPULATION AFFECTED

More than a million personnel work in the aerospace industry, including pilots, mechanics, ground and air crews. There are 650,000 pilots (private, commercial, recreational, etc.) and almost 600,000 non-pilot aircrews. Other categories include aircraft mechanics and parachute riggers—flight engineers and navigators.

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HISTORY OF EARLY AVIATION TOXIC EXPOSURES

The first fuel used in aviation also served a second lubrication purpose: caster oil. The typical front position aircraft engines sprayed this on the pilot’s face and was the main reason most pilots wore the iconic scarf: to wipe away the oil from their goggles and face. There could also be, of course, a component of ingestion.

BARNSTORMERS

INHALANT DEFINITIONS:

Aerosol: Liquid droplets or particles dispersed in air
Dust: Solids created by handling crushing, grinding, organic and inorganic material that settles via gravity
Fumes: Airborne particulate matter formed by condensation of a solid particle from a gas
Smoke: Suspension in air or aerosol of particles from combustion or sublimation. Usually contains droplets as well as dry particles
Vapor: Gaseous form of a substance that usually is a liquid or solid at room temperatures

TOXIC FUMES

- Simple asphyxiants: CO2, Halon, Methane
- Chemical asphyxiants: CO, HC, HS
- Upper respiratory tract irritants: (high water solubility) Isocyanates, Sulfur Dioxide
- Lower respiratory tract irritant: (low water solubility) Nitrogen Oxides

CARBON MONOXIDE:

- This is the most common cause of fatal poisonings in the U. S.
- Incomplete combustion chemical asphyxiant
- Binds to Hb with 256X greater affinity than O2
- Inhibited Cytochrome P-450
- Engine exhaust gases
- Reciprocating 8.5% CO at takeoff
- Turbine: CO exhaust from warm engine minimal

https://www.abe.iastate.edu/extension-and-outreach/carbon-monoxide-concentrations-table-aen-172/

(Continued on Page 10)
SULFUR OXIDES:
- Combustion of sulfur-containing fossil fuels (rotten eggs)
- Upper musosal and respiratory tract irritation
- Chronic exposure can lead to “bronchitis-like” airway disease characterized by mucosal gland hypertrophy

CYANIDES AND PHOSGENE:
- A product of combustion from nylon, foam seats, wool, silk synthetic rubber, and rubber paper polymers
- Isocyanates re-released from polymers and foam
- Phosgene gas can come from burning fluoro-carbons
- S/Sx include eye irritation, coughing, wheezing, and nausea

TOXIC INGESTION (Unintentional) Eating, drinking, or smoking during aircraft preflight checks
- Flying with fuel-contaminated clothing (see below)
- Crews eating, drinking, or handling foodstuffs with contaminated hands or gloves
- Ag pilots who work around potent chemicals (e.g., pesticides) who have contaminated skin/clothing

AVGAS 100LL FUEL
The most commonly used grades of avgas still contain tetraethylled (TEL). It is a toxic substance used to prevent engine knocking (detonation). There is ongoing research to eventually reduce or eliminate the use of TEL in aviation gasoline. Leaded avgas is currently in several grades with variable lead concentrations.

TEL is an expensive and polluting ingredient in leaded avgas. The minimum amount needed to bring the fuel to the required octane rating in actual concentrations is often lower than the maximum permissible concentrations. (Unleaded avgas is also available.)

LUBRICANTS
- Relatively non-toxic unless contaminated by PCBs. Also, these agents can be contaminated with gram-negative or gram-positive bacteria, as well as fungi
- Oil-induced dermatitis (allergic as well as irritative)
- Respiratory exposure to oil mist can cause chemical pneumonitis, eye irritation, as well as the lower respiratory tract, in addition to nausea.

FIRE EXTINGUISHING AGENTS
- Halogenated hydrocarbons
- Carbon dioxide
- AFFF: Aqueous Film Forming Foam
- Halon is utilized in automatic fire suppressing systems
- Hazardous: Expanding gas, simple asphyxiant displacing oxygen, illegal in the civilian sector

CUTANEOUS ABSORPTION

HYDRAULIC FLUIDS
- Groups: Petroleum-based castor oil, silicon-based phosphate, ester based
- Prevalent forms “Skydrol” and “Mil Spec 556” dibutyl phenyl phosphate and tributyl phosphate
- Tricresol phosphate: organophosphate-induced delayed neurotoxicity, nerve agent-like activity can cause dermatitis

TOXIC METALS
- Zinc: Used in paint and plating, “metal fume fever”
- Chromium: used in paint and plating and may cause chronic skin ulcers
- Beryllium: Extremely toxic to the lungs
- Cadmium: Used in batteries and electroplating
- “Chrome holes” in the nasal mucosa

(Continued on Page 11)
• Mag-Thorium: No longer used due to radioactive concerns

SOLVENTS AND DEGREASERS

• Lipid solubility causes CNS effects and may also cause contact dermatosis/mucosal irritation of the nose and pharynx, as well as eye irritation
• “Degreaser’s flush:” Vasodilatation with ethanol and TCE
• Impaired neuropsychological performance can manifest with frequent headaches, memory and concentration problems, fatigue, vertigo, and sleep disturbances

INJECTION INCIDENTS

1. The first reported industrial injection incident: 1937
This article describes an injury resulting from tissue penetration from fuel oil from a diesel engine, A motor mechanic, age 47, was testing the jet of a diesel engine by holding the jet towards a cylinder head and just an inch from the tip of the right middle finger. This proximity caused the oil to enter the finger at very high pressure.
C. E. Reees—Journal of the American Medical Association, 1936

2. High-pressure injection injuries, though rare, more commonly occur from work-related industrial accidents which use a high-pressure or hydraulic gun. Substances most commonly used in this manner that can be accidentally injected are oil, paint, benzene, and gasoline. They enter the skin and they have the potential to follow anatomical planes with considerable diffuse destruction though the entry wound often appears benign.

RELIABLE SOURCES TO OBTAIN INFORMATION FOR AVIATION TOXIC EVENTS

• Poison Center Hot Line: 1-800-222-1222
• NLM.GOV (HSDB, PUBMED, TOXNET, WISER (see next)
• WISER: Wireless Information Service for Aviation Toxicology

SUMMARY

• As a pilot you may never have to deal directly with an aviation toxicant exposure
• As a “plane builder” you may be dealing with a plethora of potentially troublesome toxicants
• As a passenger there may be limited exposure but, in the example of fueling an aircraft, there may be secondary exposure to consider
• Remember, CO, or carbon monoxide, is a silent killer and must always be considered when a pilot of passenger exhibits symptoms similar to other conditions that affect the brain and cause a decrease in oxygenation (known as hypoxia): headache, nausea, dizziness, and fatigue, especially if more than one person is affected in the area.

11 Flight Physician July 2022
Two college-level aviation students took their own lives in 2021. We will never know all the reasons they took this tragic action. However, the myth that pilots can’t admit to having mental health issues because they fear that they will never get a medical certificate again didn’t help. In fact, that myth is a barrier to pilots’ getting help when it is desperately needed. As an aviation community, we need to change the narrative from “never admit to mental health challenges because the FAA will ground you forever” to “get the help you need early before the symptoms progress to major depression or anxiety.”

Per the National Institutes of Health, in 2020 an estimated 21 million adults in the US have had at least one major depressive episode in their lives. This represents 8.4% of all US adults and it is worse in 18-to-25-year-olds, with 17% reporting a major depression event. The numbers are even higher in adolescents.

The numbers are similar for anxiety disorders. Pilots and people who want to be pilots are affected, too. Most people’s symptoms do not start with major depression. They start with milder symptoms that progress over time. There is an opportunity for early intervention.

So, why are there barriers to pilots seeking help? At one time, most mental health conditions led to permanent grounding for civilian and military pilots, but that has not been the case for some time. In fact, in 2020, there were 1,510 pilots flying on anti-depressant medication that would not have been flying prior to 2010. There were 1,719 pilots flying with a diagnosis of substance dependence in remission who would not have been flying prior to 1970.

Unfortunately, not every pilot is given a Special Issuance. Typically, their illnesses required multiple medications to effectively manage their symptoms; their past symptoms were severe; or they continue to be at a high risk for symptoms to recur. The aero-medical disposition table for psychiatric conditions, which is reviewed and updated frequently, may be found in the Guide for Aviation Examiners.

In addition to severe depression and anxiety, conditions that interfere with judgment, impulse control, and cognition could make airman medical certification challenging. Anyone with an active mental health illness or whose mental status would impair performance or safety should not fly. The last place someone with focus problems or intrusive thoughts should be is in the air.

While people with a history of psychosis, schizophrenia, bipolar disorder, previous suicide attempts, or personality disorders with multiple overt acts are seldom granted waivers, the FAA will carefully review every case on its own merits for consideration. Most people with a history of adjustment disorders, bereavement, dysthymia, mild or moderate depression, personality disorders without overt acts, or substance abuse/dependence, as well as people using an approved SSRI medication -- who are in remission and recovered -- have been granted a special issuance and are eligible to fly again if they meet the requirements for renewal. In some cases, AMEs can even directly issue their medical certificate.

The Office of Aerospace Medicine (AAM) constantly reviews its policies for mental health conditions and processing time frames. Of note, Attention Deficit Disorder (ADD) and Attention Deficit Hyperactivity Disorder (ADHD) policies are under review as current science seems to indicate childhood and adolescent ADD/ADHD can be “outgrown.” The FAA SSRI program has been active for just over 10 years. A team is looking at the data to see if the follow up neuropsych testing for renewal requirements can be streamlined or reduced. Further, AAM is considering authorizing additional medications for treatment of pilots. Due to acknowledged delays in processing of mental health cases at the Federal Air Surgeon’s level, the Behavioral Health team has been expanded and now includes six professional staff members and a support team.

Here’s the myth buster: the FAA has made significant strides to grant airman medical certificates to people with successful treatment of past mental health diagnoses. While we can’t approve all of them, we do issue special issuances to many pilots.

Now, we need your help to change the narrative. We can’t afford to lose even one more life that could be saved with early treatment that helps that individual successfully recover from their mental health condition. Early treatment is a win-win: the person
gets help more quickly; typically the symptoms are less severe; and obtaining a special issuance is more likely to be successful.

Once the illness progresses past mild or moderate to severe, it can be very difficult to obtain a waiver. As an aviation community, we need to get the message out that mental status is a performance and safety issue. When there is impairment, pilots need to take action — and the sooner, the better before impairment progresses to frank illness. Mental health is health, and getting treatment means getting back to a long future of flying.

One final note: if you are having anxiety, depression, or any other mental health issue, please seek help through your primary care provider or a mental health professional. Get the help you need to get healthy and fit. It is never too late to get assistance.

Susan
Alcohol and Drug Abuse and Dependence in
the Aviator – A Guide to Cockpit Return
By David A. Hardy, DO, MPH

Reprinted with FAA permission from Federal Air Surgeon
Bulletin dated June 2022

Alcohol and Drug Abuse and Dependence are not uncommon for Aviation Medical Examiners (AMEs) to be confronted with when doing a Medical Certification Exam. For the FAA, both alcohol DEPENDENCE and Alcohol ABUSE (in the last two years) are specifically disqualifying for all classes of pilots.

The FAA defines Dependence as at least ONE of the following:
- Increased tolerance,
- Manifestation of withdrawal symptoms,
- Impaired control of use, or
- Continued use despite damage to physical health or impairment of social, personal, or occupational functioning.

The FAA defines Abuse as:
- Use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous.
- A verified positive drug test result, an alcohol test result of 0.04 or greater blood alcohol concentration, or a refusal to submit to a drug or alcohol test required by the U.S. Department of Transportation or an agency of the U.S. Department of Transportation, or
- Misuse of a substance that the Federal Air Surgeon, based on case history and appropriate, qualified medical judgment relating to the substance involved
- Makes the person unable to safely perform the duties or exercise the privileges of the airman certificate applied for or held, or
- May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the person unable to perform those duties or exercise those privileges.

Very often, a telltale sign of alcohol Dependence and Abuse is a drunk driving (DUI) conviction. The DUI disposition decision-making tool provides information on when it is acceptable to issue and when the AME must defer.

If the AME determines he/she cannot issue a medical certificate and defers the case to the FAA, we may require the pilot to see a Human Intervention Motivation Study (HIMS) AME. The pilot will need to have several items submitted from both the HIMS and (possibly) a psychiatrist. Review the HIMS Drug and Alcohol certification aid for a complete list.

If the FAA requires separate psych and neuropsych testing, they will use the list of items that must be addressed provided in the AME Guide.

When I was a Military AME, I worked a few cases where the FAA didn’t require ALL the items above, and some where they required MORE. It is case-dependent, but the requirements above are ballpark for 90% of the cases. As an example of when the FAA didn't require everything listed above, I helped a recently retired Air Force pilot who completed the Air Force’s Drug and Alcohol program (ADAPT) and for 10 years ran the local AA meetings on base. He had an Air Force flying waiver since 2009. In this case, the FAA only required his AME to submit driving records, a personal statement, treatment and ADAPT notes, and reference letters from his commanders.

Expectation management is always an important part of dealing with pilots who need a Special issuance, and substance Abuse and Dependence is no exception. The entire process can take months if everything runs smoothly. Once in the program, there is a step-down process that takes years to complete. Of note, many pilots choose to never leave the program, as it motivates them to remain sober. The step down process is described in the AME Guide.

I hope this helps you better understand the process involved in obtaining a Special Issuance for pilots who have substance Abuse or Dependence issues. As always, if you have questions, you can reach out to your Regional Flight Surgeon or the Certification Division.

Dr. Hardy (at the time this article was written) was the Regional Flight Surgeon of the International, Military, and Federal Region and the Manager of the AAM-400 division at the FAA’s Civil Aerospace Medical Institute.
Minutes of CAMA Space Medicine Committee Meeting: 
June 18, 2022

By Basil Spyropoulos, MD 
Chair CAMA Space Medicine Committee

The committee met via Zoom to continue its discussions regarding the current state of civilian aerospace operations and CAMA’s continuing role in educating, and advocating for the domestic and international aviation physician. Ongoing space medicine research is increasingly shedding light on the range of potential medical issues facing the orbital and sub-orbital space traveler. It will likely become increasingly important for many AMEs to have a basic familiarity with such issues.

With this in mind, Dr. Gregg Bendrick, MD, MPH, FAA Aerospace Medicine Certification Specialist at CAMI in Oklahoma City, OK, will be presenting CAMA's first space medicine lecture, entitled "Contemporary Space Medicine", at its annual meeting in Albuquerque, NM on Friday, September 23, 2022 at 9AM. Dr. Bendrick is the former Chief Medical Officer at the NASA Neil A. Armstrong Flight Research Center and will address such issues during his lecture.

In addition to addressing the needs of the AME community directly, CAMA will also be exploring the benefit of outreach to young people who are in their primary and secondary education and will determine if we may be in a position to offer or promote positive STEM experiences for young students. 

The AME community is aging, with an average age of approximately 62 years. Thus, inspiring young people to prepare themselves for careers in the sciences is an important focus not just for CAMA, but for the entire medical community as it addresses the needs of future generations of practitioners in all medical fields.

For further reading about STEM (Science, Technology, Engineering, and Mathematics) and other educational outreach in aerospace, visit these sites: 
https://www.amsro.org/ 
https://www.nasa.gov/stem/about.html 
https://aerospace.org/stem

Readers who are residency trained in emergency medicine may be interested in learning about UCLA’s Space Medicine Fellowship, established in 2021.

Attendees at this year's CAMA meeting may also be interested in visiting Virgin Galactic's Spaceport America in Truth Or Consequences, NM, (approximately a 2 hour drive south from Albuquerque—about 150 miles). Tours are limited, must be booked in advance and require groups of 8-13 people. (Cost is $49.99-adults, $29.99-children under 12).

For more information visit: https://www.spaceportamerica.com/visit/
For tour information, email: cr@finalfrontiertour.com.
(Due to distance and scheduling factors, CAMA is unable to arrange tours as part of the annual meeting curriculum.)

Following is an interesting link to Wikipedia information regarding Space Port America: Spaceport America - Wikipedia.

Need help with FAA paperwork? 
"Pilot Medical Solutions provides case management services to reduce physician workload and streamline aeromedical certification." 
-- Aerospace Medicine & Human Performance Journal

"Pilot Medical Solutions helped me to help my pilot patients by providing ready answers and reducing my paperwork burden." 
Erwin Samuelson 
Senior AME

"They do all the work while we get the credit and the thanks from the pilot. They are knowledgeable, quick, well known to the FAA Aeromedical structure and make the special issuance process a breeze." 
James Butte, Senior AME, Board Certified Aerospace Medicine

Pilot Medical Solutions, Inc. 
www.LeftSeat.com 
CALL 888-LEFTSEAT
Dues and Membership 2022

CAMA is proud to welcome eighteen new CAMA members so far in 2022! However, there are many long-time CAMA members who have not yet renewed their memberships for this year. If you have not yet paid your dues for 2022, please take care of this as soon as possible.

Please look at the CAMA web site with its 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 on the Members’ Lounge page. 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 pay online function is a wonderful 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.

2022 Aerospace Medical Association Meeting in Reno, Nevada

The Aerospace Medical Association (AsMA) meeting, took place at the Peppermill Hotel and Casino in Reno, Nevada, in May. CAMA held a four-hour CAMA Sunday program on Sunday morning and will host a keynote speaker at the CAMA Luncheon on Monday. Both programs were very well-received and garnered excellent reviews! See Page 3 for a full description of these excellent educational programs and how to purchase copies of the five hours of presentations for only $39.00 from Podiumcast.com, who also records all of the AsMA educational sessions and presentations.

Tim “Chief T” Spencer, Emergency Management Specialist FEMA, Emergency Services Director Reno Air Races Association, was awarded the David P. Millett Oratory Excellence Award during his CAMA Luncheon presentation.

The 2022 winner of the CAMA-sponsored Tamisiea Award was Clayton T. Cowl, MD, MS, past CAMA President, for his contribution in the application of the art and science of Aviation Medicine in its application to the general aviation field. An Aviation Medical Examiner for nearly a quarter of a century, he has been visionary. He created a center of excellence at the Mayo Clinic sought after by many pilots around the world, dealing with complex aero-medical issues and helping them return to the cockpit safely. Dr. Cowl also helped develop a Fellowship in Aviation Medicine at the Mayo Clinic.

(Continued on Page 17)
Through his active leadership in the management and practice of Aerospace Medicine, he has earned an International reputation of excellence and dedication. Congratulations to Dr. Cowl!!

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, catered by CiCi Martinez of Scarpas, will take place on the plaza level of the museum, overlooking the incomparable views of Sandia Peak and Balloon Fiesta Park. As our meeting takes place close to the time of the Annual Balloon Fiesta, it is very likely that there will 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.

Mr. Troy Bradley will be our Honors Night keynote speaker and will be the recipient of the 2022 Forrest and Pamela Bird Recognition Award for his pioneering spirit, his superior safety record, his participation in safety seminars to promote good aeronautical decision-making, pre-flight planning, flight operations, accident and flight reviews, and his contributions to aviation in the sport of ballooning. Troy Bradley is the area’s premier balloonist with over 7,732 balloon piloting hours (322 days aloft). He has set 64 World Records and has flown 235 different balloons on 5 continents, in 16 countries, and in 45 US states. Check out additional information regarding this amazing individual and his family at the following link: Ballooning Bradleys.

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.

(Continued on Page 18)
The 2022 Annual Scientific Meeting program is finalized and has been rated by the American Association of Family Physicians (AAFP) for 23.5 hours of Continuing Medical Education (CME) credits. There is a copy of the program in this edition on pages 21 and 22, along with a registration form. The registration form, hotel link, and program are posted to the Annual Meeting page of the CAMA web site at www.civilavmed.org. Please block the dates on your calendar, as this will be a meeting you will NOT want to MISS!!

As with the 2021 Annual Scientific Meeting, all lectures, presentations, and training sessions will be recorded by Podiumcast.com into a video library to be provided as part of the registration fee to each registered medical professional at no additional cost. A few days after the conclusion of the meeting, each entitled attendee will receive an email with a link and a password to the CAMA annual meeting video library on the Podiumcast.com web site. This library makes an excellent reference for all of the content presented during the meeting.

For those annual meeting attendees who might wish to fly into Albuquerque in their own aircraft, following is FBO information at Albuquerque International Sunport Airport—Cutter Aviation, Clark Carr Loop S. E, Albuquerque, NM 87106. Telephone 505-842-4148. Jessica Rowden, General Manager. Website: FBO Services at Albuquerque International Sunport | Cutter Aviation

The DoubleTree has a terrific meeting space, 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 a short walking distance 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 please reserve those dates on your calendar and plan to join us for this event.

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 known as AsMA) in Detroit, MI, in 1929. He is buried in the Calvary Cemetery in Omaha.

In late November 2021, I toured a number of hotels and field trip venues in Omaha, Nebraska, 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!

SAC Museum near Omaha, Nebraska

2023 Annual Scientific Meeting in Omaha, Nebraska

In late November 2021, I toured a number of hotels and field trip venues in Omaha, Nebraska, 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!

SAC Museum near Omaha, Nebraska

The familiar red and yellow sun symbol used on the New Mexico flag is called the "Zia." The Zia are also an indigenous tribe centered at the Zia Pueblo in New Mexico and are known for their pottery and use of the sun symbol.

The familiar red and yellow sun symbol used on the New Mexico flag is called the “Zia.” The Zia are also an indigenous tribe centered at the Zia Pueblo in New Mexico and are known for their pottery and use of the sun symbol.

Downtown Omaha

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.
The Civil Aviation Medical Association (CAMA) Annual Scientific Meeting

WEDNESDAY, SEPTEMBER 21, 2022

- "Evolving Treatment and Certification in Contemporary Aerospace Medicine"
- CAMA Board Meeting
- Presentation: "Pathway to Psychiatry Certification"
- Presentation: "Medical Legal Issues"
- Lunch Buffet

THURSDAY, SEPTEMBER 22, 2022

- Welcome from CAMA
- Welcome to FAA
- Welcome from G. Shulman, MD, MPH
- Hot Air Balloon Museum and Catered Dinner
- "Amalgam Abnormal and Future Forbidding Curves and Future Forbidding Curves" by Dr. J. Ingall, MM, PhD
- "Neurology, Mayo Clinic"
- Luncheon Buffet

FRIDAY, SEPTEMBER 23, 2022

- Welcome from G. Shulman, MD, MPH
- Welcome to FAA
- Hot Air Balloon Museum and Catered Dinner
- "Amalgam Abnormal and Future Forbidding Curves and Future Forbidding Curves" by Dr. J. Ingall, MM, PhD
- "Neurology, Mayo Clinic"
- Luncheon Buffet

Event Details:
- Hotel Albuquerque at Old Town
- August 87104
- Telephone: 505-843-6300
- September 22-24, 2022

- CME Credits
- Certification Issues - CAMI
- Conditions and Working with the Online Guide for AMEs
- Courtney D. Scott, DO, MPH

For more information, please visit the CAMA website.
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 be 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 2022 courses and dates.

FEDERAL AIR SURGEON’S PILOT MINUTE VIDEO FILES
(To activate each link, use “control” and “mouse click” at the same time)

Pilot Minute: What should I do if I have depression or anxiety?
Pilot Minute: Why is it important to assess my health before piloting an aircraft?
Pilot Minute: Why is it important to do a PRICE check before and during a flight?
Pilot Minute: Why is it important to be careful with over-the-counter cold and sleep medications?
Pilot Minute: Why is acceleration tolerance important for general aviation?
Pilot Minute: What are the most essential items for a good survival kit?
Pilot Minute: What’s going on with the Aeromedical Summit?
Pilot Minute: What are some tips for speeding up my medical certification?
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/

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<th>DATE OF SEMINAR</th>
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<td>July 18-22</td>
<td>Oklahoma City, OK*</td>
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<td>August 5-7</td>
<td>Washington, DC*</td>
<td>Refresher**</td>
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<td>September 22-24</td>
<td>Albuquerque, NM</td>
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<td>October 24-28</td>
<td>Oklahoma City, OK*</td>
<td>Basic**</td>
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<tr>
<td>November 18-20</td>
<td>Oklahoma City, OK*</td>
<td>Refresher**</td>
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</table>

* 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/designee_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?

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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.
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](http://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](http://www.alpa.org) |
| Allied Pilots Association | 14600 Trinity Boulevard, Suite 500  
Fort Worth, TX 76155 | [www.alliedpilots.org](http://www.alliedpilots.org) |
| Aviation Medicine Advisory Service | 15530 E. Broncos Parkway, Suite 350  
Centennial, CO 80112 | [www.aviationmedicine.com](http://www.aviationmedicine.com) |
| Fly Direct, Inc. | 3022 Morgans Point Road, Suite 204  
Mount Pleasant, SC 29466  
AME Pilot Medical Advertising | Advertising@DFmailing.com |
| Harvey Watt & Company, Inc. | P. O. Box 20787  
Atlanta, GA 30320-9990 | [www.harveywatt.com](http://www.harveywatt.com) |
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Phoenix, AZ 85016 | [www.medaire.com](http://www.medaire.com) |
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5901 Philip J. Rhoads, Suite 118  
Bethany, OK 73008 | [www.leftseat.com](http://www.leftseat.com) |
| Wingman Med, LLC | 225 N. Pace Boulevard, Suite 410  
Pensacola, FL 32505 | [www.wingmanmed.com](http://www.wingmanmed.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](http://www.civilavmed.org)  
**eMail:** civilavmed@aol.com
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<td>Sean Kevin Roden, MD</td>
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<td>Robert M. Roeshman, MD</td>
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<td>Mark S. Rubin, MD</td>
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<td>Gerald W. Saboe, DO, MPH</td>
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<tr>
<td>Philip Sidell, MD</td>
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<td>Sergio B. Seoane, MD</td>
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<tr>
<td>Kazuhiro Shimada, MD</td>
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<tr>
<td>Brian Smalley, DO</td>
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<td>Basil P. Spyropoulos, MD</td>
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<td>E. Warren Stadler, Jr., MD</td>
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<td>Gordon C. Steinagle, DO, MPH</td>
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<tr>
<td>Ruth Steward, RN</td>
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<td>Shepard B. Stone, DMSc, PA</td>
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<tr>
<td>Frederick E. Tilton, MD, MPH</td>
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<tr>
<td>Robert Abe Timmons, DO</td>
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<td>Salil C. Tiwari, MD</td>
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<tr>
<td>Lars Tjensvoll, MD</td>
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<tr>
<td>Bruce A. Van Dop, DO</td>
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<tr>
<td>Stephen J. H. Veronneau, MD, MS</td>
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<tr>
<td>Alex M. Wolbrink, MD, MS</td>
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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

<table>
<thead>
<tr>
<th>Name</th>
<th>Specialty/AME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bascom K. Bradshaw, DO, MPH</td>
<td>Kent D. Gaylord, MD</td>
</tr>
<tr>
<td>511 Prestwick Drive</td>
<td>P. O. Box 1229</td>
</tr>
<tr>
<td>Dothan, AL 36305</td>
<td>Telluride, CO 81435</td>
</tr>
<tr>
<td>HIMS, AOA, AsMA</td>
<td>Senior AME, Pilot, AAFP</td>
</tr>
<tr>
<td>Specialty: Psychiatry/Aerospace Medicine</td>
<td>Specialty: Family Practice</td>
</tr>
<tr>
<td>Life Membership</td>
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</tr>
<tr>
<td>Anil Chopra, MD</td>
<td>Danny S. Julian, MD</td>
</tr>
<tr>
<td>5936 Clifton Oaks Drive</td>
<td>102 Westridge Lane</td>
</tr>
<tr>
<td>Clarksville, MD 21029</td>
<td>Woodway, TX 76712</td>
</tr>
<tr>
<td>Senior AME</td>
<td>Senior AME, Pilot, EAA, AAFP</td>
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<tr>
<td>Specialty: Internal Medicine</td>
<td>Specialty: Family Medicine</td>
</tr>
<tr>
<td>Life Membership</td>
<td></td>
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</tbody>
</table>

(Continued on Page 36)
New Members (Continued from Page 27)

Joseph Kimball, DO
1410 Highway 169
Winterset, IA 50273
Senior AME, AAFP
Specialty: Family Practice

Alan S. Seifer, MD
4720 S. Lejeune Road
Coral Gables, FL 33146
Senior AME, AAFP
Specialty: Family Practice

Theron Toole, MD, MPH
15125 Cane Harbor Boulevard
Corpus Christi, TX 78418
Senior AME, AsMA, AOA
Specialty: Cardiology/Aerospace Medicine/
Preventive Medicine

Stephen J. H. Veronneau, MD, MS
27427 12th Place S
Des Moines, WA 98198-9418
Regional Flight Surgeon, Northwest Mountain
Region, Senior AME, Pilot, EAA, AsMA
Conversion to Life Membership
Specialty: Aerospace Medicine

Ernest Yong, MD
A28-03 Suasana Condominium
2 Jalan Stesen Sentral 5
Kuala Lumpur, WP, 50470, Malaysia
Senior AME
Specialty: Family Medicine

Sustaining Members

Gary Crump, AOPA
Ron McGaugh, MD
Richard Ronan Murphy, MBChB
Reddoch Williams, MD
Sir Rodney E. L. Williams, MBBS

27 Flight Physician July 2022
# CAMA Membership Dues Notice for 2022

**(Required Information)**

<table>
<thead>
<tr>
<th>*MEMBER NAME &amp; TITLE:</th>
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<td>*MEMBER STREET ADDRESS:</td>
<td></td>
</tr>
<tr>
<td>*MEMBER CITY/STATE/ZIP/COUNTRY:</td>
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<table>
<thead>
<tr>
<th>AME NUMBER:</th>
<th>SENIOR AME?</th>
<th>YES</th>
<th>NO</th>
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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
- Membership dues for Retired Members: $50.00 U.S. Dollars
- Membership dues for Students: $50.00 U.S. Dollars
- Life Membership: $1500.00 U.S. Dollars

Payment Options: CAMA Accepts checks, MasterCard, VISA, or American Express.

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<thead>
<tr>
<th>CHECK ENCLOSED</th>
<th>#</th>
<th>MASTERCARD</th>
<th>VISA</th>
<th>American Express</th>
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<th>CREDIT CARD NUMBER:</th>
<th>EXPIRATION DATE:</th>
<th>CVV/CVC SECURITY CODE:</th>
<th>BILLING ADDRESS ZIP CODE:</th>
<th>TOTAL AMOUNT/AUTHORIZED CHARGE $</th>
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PRINT NAME:

Signature or authorization statement for charge:

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<th>SPOUSE/SIGNIFICANT OTHER NAME:</th>
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Check if you are a member of:

- **PILOT** YES  NO
- **AME** YES  NO
- **AMA** YES  NO
- **HIMS** YES  NO
- **AOA** YES  NO
- **EAA** YES  NO
- **AOPA** YES  NO
- **FPA** YES  NO
- **AAFP** YES  NO
- **AsMA** YES  NO

**SPECIALTY:**

**PHONE NUMBER:**

CELL NUMBER:

**FAX NUMBER:**

**EMAIL ADDRESS:**

*(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.)*

Return form to: CAMA
P. O. Box 823177
Dallas, TX 75382
FAX: 770-487-0080
Telephone: 770-487-0100
e-mail: civilavmed@aol.com
CAMA CORPORATE MEMBERSHIP FOR 2022

Corporation/Business Name and Address:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Please complete and return with your payment.

NOTE: Membership is from January 1st through December 31st.
Corporate Membership dues.................. $ 350.00 U.S. Dollars.
CAMA accepts MasterCard, VISA, American Express, and checks only. You may pay
corporate dues online on the “Members Lounge” page of the CAMA web site at
www.civilavmed.org

Payment Options:
Check Enclosed # MasterCard VISA AMEX
Credit Card Number: ____________________________
CVV/CVC Security Code: _________________________
Zip Code of Billing Address: ______________________
Expiration Date: ____________________________ Authorized Amount $ ________
Print Name on Card: ____________________________
Signature: ____________________________

PLEASE PRINT (* required information)

*Contact Person(s) Name: ____________________________

*Specialty/Type of Business: ____________________________

*Phone: # ( ) ____________________________
Cell # of Contact Person(s): ( ) ____________________________
Fax: # ( ) ____________________________

*E-Mail Address of Contact Person(s):

(E-mail address required – all CAMA correspondence, registrations, notifications, and publications are sent via
e-mail. 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.)