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Bulletin - January, 1985

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CAMA

BULLETIN OF THE

CIVIL AVIATION MEDICAL ASSOCIATION

JANUARY, 1985

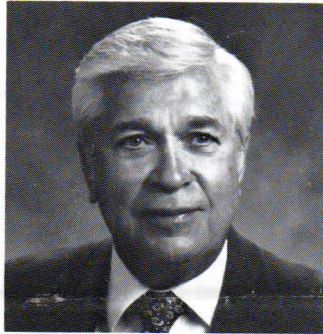
FEB 26 1985

**EAL
MEDICAL**

(Headquarters)
801 Green Bay Road
Lake Bluff, Illinois 60044
312/234-6330

President's Message

Robert E. Field, M.D.



The 19th Annual Meeting of CAMA and First Global Symposium are now a pleasant memory. To those of us who were there, the meeting was exciting, interesting, horizon-expanding, an opportunity to renew friendships and form new ones.

Once again I would like to state my thanks to all the speakers for the quality of their presentations and the effort most of them made to come to the meeting. We anticipate that the next annual meeting will also be of the same high quality.

Continued on page 8.

Frank H. Austen Jr., M.D. FEDERAL AIR SURGEON

Dear Mr. Carriere:

I am extremely pleased with the congratulations and expression of support I have received from many members of CAMA and others in the Aerospace Medicine community since being designated as the Federal Air Surgeon on October 1, 1984. I wish to express my thanks



for your personal expressions at meetings, by telephone, and for a number of letters, Christmas cards, etc. I will not immediately be able to answer all the letters personally, but be assured that your heartfelt expressions have been greatly appreciated and if you made suggestions, these have been duly noted and fully considered. Where possible, implementation action will be taken. I desire and will expect an open and freewheeling dialogue with you in the coming years at our annual professional gatherings and elsewhere. My phone, door, and mailbox have an "open door policy." Keep in touch. The address and telephone number are noted.

There are many problems and issues in Federal Aviation Medicine which I must tackle and hopefully resolve. One of my top priorities is to reduce the inordinate delay in obtaining decisions on airmen certification, especially those tough cases which require special issuance by me. It is difficult to determine the actual average delay, but we all know the "horror stories." My goal is to reduce the average delay by 50 percent in 6 months and another 50 percent in 12 months. We will need every AME's devoted help. I will give you a report next year.

A second project is to clarify and codify where possible the areas of "liberalization" for those medical standards and conditions which can be medically certified while still assuring aviation safety. Bob Wick's editorial in July 1984 was an excellent summation of the way things have been going, and I anticipate a continuation of this most agonizing of all professional decision areas which we as a community must make.

Continued on page 8.

EDITORIAL

by

Robert L. Wick, Jr., M.D.



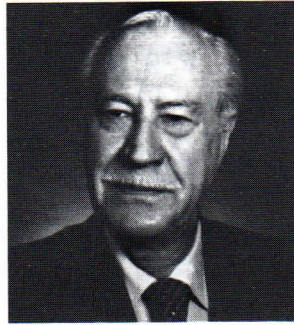
A NEW BROOM . . .

The new Federal Air Surgeon has begun his tenure with rather a dramatic flair. Returning a quadruple bypass patient to command of a widebody airliner carrying several hundred passengers is certainly a departure from past practice. One is reminded of the old medical saw about new procedures and new medicines . . . "Be not the first nor the last . . ."

There are many redundancies built into our aviation system. Airplanes can be built with "many motors". Even single engined aircraft usually have complete dual ignition systems. Airliners all have at least two flight deck crewmen. But Murphy's Law also operates, and there are those who say that Murphy was an optimist!

Let's hope the redundancies are enough . . .

CAMA FOUNDER PASSES ON



CAMA was saddened recently to learn of the death of Gerald S. Backenstoe, M.D., of Emmaus, Pennsylvania. Dr. Backenstoe was a founder of CAMA, and one of the pioneers of modern Civil Aviation Medicine. We have all lost a true visionary, and a great friend of the practicing Aviation Medical Examiner.

The driving energy which was so evident throughout his career surfaced early, for at the age of 16 he entered Columbia University's two year accelerated program which earned him early admission to medical school. In 1927 he graduated from the University of Pennsylvania Medical School where he was secretary-treasurer of his class. He served his internship and was chief surgical resident at Allegheny General Hospital, Pittsburgh.

Often described as "flying physician", he was a graduate of the School of Aviation Medicine and was a fellow of the American Board of Preventive Medicine, Aviation Medicine.

With his deep-seated patriotism and love of flying, no one was surprised when the doctor joined the Army Air Corps in 1942. Upon return to civilian life, "Doc" Backenstoe dispensed loving concern to his patients, as well as pills to treat their ailments. Next to examining the patients who came to his consulting room, the doctor delighted in examining the world, in poking and palpating its parts in an attempt to better understand it.

His love of flight never faded and by 1976 the doctor and his wife had logged more than 1.5 million air miles on more than 75 commercial airlines and had toured 117 countries.

Dr. Backenstoe had some narrow escapes. Once, traveling on the Orient Express, he and his wife were taken off the train by renegade Turks. He prized a framed canceled ticket for a trans-Atlantic passage on the German airship Hindenburg in May, 1937 — a voyage that was not to be, for the airship burst into flames and crashed on its landing approach at Lakehurst, NJ. The doctor held a single passage for the Hindenburg's return journey, having arranged for his wife to sail to Germany on the Bremen, because he lacked confidence in the safety of airships. In 1974, because of illness and his desire to spend what he believed would be his last Christmas with his family, Dr. Backenstoe canceled reservations for himself and wife on a flight to Central America — a flight that crashed in Guatemala, killing all passengers.

He was a charter fellow of the American Academy of Family Physicians, and a fellow of the World Medical

Association, the Aerospace Medical Association, the American Geriatric Society and the American College of Preventive Medicine.

Dr. Backenstoe's administrative accomplishments include being a founding president of the Emmaus Public Library and a past president of the Airline Medical Examiners Association and the Civil Aviation Medical Association.

Our heartfelt condolences are extended to his family.

Washington Watch

During the first week of the 99th Congress, more than 800 bills and resolutions were introduced. Of these, 17 were aviation related. Many were identical with previous bills which failed to pass previous legislative sessions. Of particular interest to CAMA were:

S.63 introduced by Senator Goldwater - a bill to require expanded first aid medical supplies to be carried on board aircraft. This bill would also become a national "Good Samaritan" law which would relieve those rendering care from liability for such care except in the case of gross or willful negligence.

H.R.133 introduced by Rep. Andrew Jacobs (D-Ind.) - a bill to allow smoking on passenger aircraft only in one specified area.

H.R.386 introduced by Rep. Carl Pursell (R-Mich.) - a bill very similar to that introduced by Senator Goldwater noted above.

In addition to the legislation now circulating through the Congress, the FAA shortly will propose a rule dealing with the same subject. A preliminary notice will probably appear even before anything can be completed on Capitol Hill. One drawback with the FAA rule . . . the FAA has no authority to relieve anyone of liability and thus a physician using any of the equipment could be sued for malpractice in the case of a bad result.

Other activities in Washington . . . A Nader-type legal foundation in Washington has proposed that all pilots, mechanics, air traffic controllers etc., be screened for drug use. The means is not clear, but would probably

Continued on page 8.

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Assistant Editor	Albert Carriere
Photography Editor	Dale J. Ducommun, M.D.

OFFICERS

President	Robert E. Field, M.D.
President-elect	John H. Boyd, D.O.
Past-president	Criss Kidder, M.D.
Secretary-Treasurer	Patrick J. Coyle, M.D.

Meetings of Interest to Aviation Medical Examiners

12-16 May 1985

56th Annual Meeting of the Aerospace Medical Association
The Convention Center
San Antonio, Texas
For further information:
Rufus R. Hessberg, M.D.
The Aerospace Medical Association
Washington National Airport
Washington, D.C. 20001

14-19 July 1985

Flying Physicians Association 31st Annual Meeting
Sun Valley Lodge
Sun Valley, Idaho
For further information:
Mr. Albert Carriere
801 Green Bay Road
Lake Bluff, Illinois 60044

10-13 September 1985

International Aeromedical Evacuation Congress
Zurich, Switzerland
For further information:
Interconvention Ltd.
Airmed 85
c/o Swissair
P.O. Box CH 8058
Zurich Airport, Switzerland

21-24 October 1985

XXXIII Annual Scientific Meeting
International Academy of Aviation and
Space Medicine
Guadalajara, Mexico
For further information:
SECRETARIAT
XXXIII International Congress of Aviation &
Space Medicine
Apartado Postal 39-201-15620
Guadalajara, Jalisco
MEXICO

FAA Medical Seminars - 1985

24-27 January	New Orleans, La
28-Feb. - 3 March	Los Angeles, Calif.
21-24 March	Atlanta, Ga.
21-26 April	Oklahoma City, Oklahoma
12-16 May	San Antonio, Texas (In conjunction with Aerospace Medical Association)
13-16 June	Spokane, Washington

For further information:

Mr. James L. Harris
Civil Aviation Medical Institute AAC-140
P.O. Box 25082
Oklahoma City, Okla. 73125

CIVIL AVIATION MEDICAL ASSOCIATION 19th ANNUAL MEETING, OCTOBER 21-26, 1984.

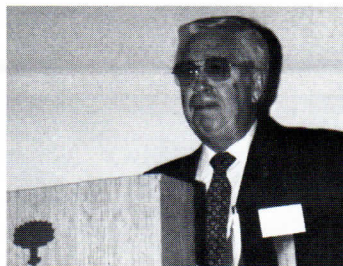
Doubletree Inn, Monterey, California



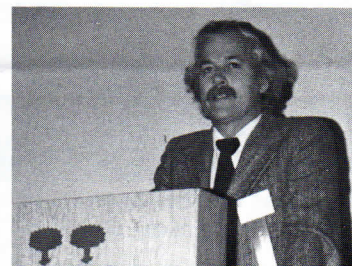
Dr. Robert E. Field pins Past-President's pin on Dr. Criss Kidder.



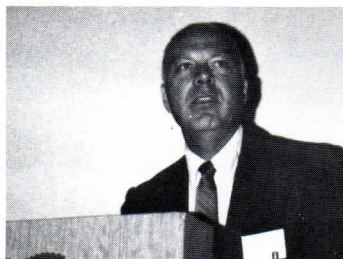
Dr. Criss Kidder pins President's pin on Dr. Robert E. Field.



Dr. Robert E. Field welcomes the delegates.



Dr. Criss Kidder gives President's Report.



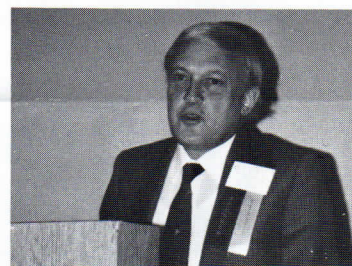
Dr. Hal Walgren gave daily summation of lectures.



Dr. Frank Austin, new Federal Air Surgeon, greets delegates.



Dr. Ulfar Thordarson, Reykjavik, Iceland.



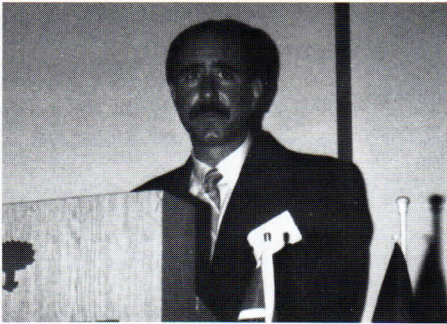
Dr. Victor Maxwell, Cheshire, England.



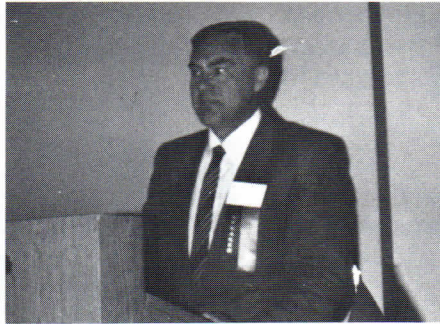
Dr. William J. Jones, Session Chairman.



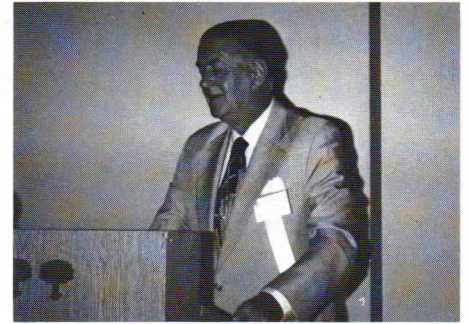
Dr. Paulo V. DeBrito, Brasilia, Brazil.



**Mr. Michael B. Weiland,
Vice President of International, S.O.S.**



**Dr. Ernst J. Hollmann,
Berlin, Germany**



**Dr. Hans G. Grimm,
Er Amstelveen, Holland**



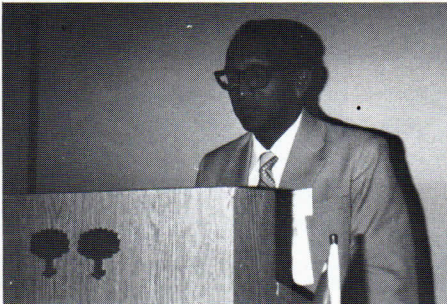
**Brigadeer General Issah Quantah, (Ret.),
Amman, Jordan.**



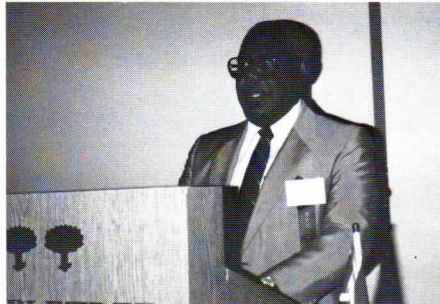
**Dr. Zuheir A. Malhas,
Amman, Jordan.**



**Dr. Robert A. Winstanley,
Johnstown, PA**



**Dr. A. T. Navaratnam,
Sri Lanka.**



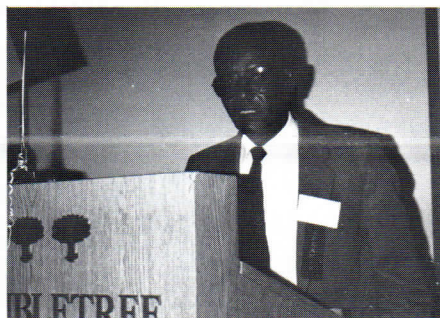
**Dr. John A. Martin,
Kingston, Jamaica.**



**Dr. Roy Kikuchi,
Tokyo, Japan.**



**Dr. Milton Gordon,
Jerusalem, Israel.**



**Dr. Debebe Biratu,
Addis Ababa, Ethiopia.**



**Dr. Luis A. Amezcua, G.,
Mexico City, Mexico.**



**Dr. Samir Jahshan,
Amman, Jordan.**



**Dr. Roy Stewart,
Ottawa, Canada.**



Dr. Randall Ferris, San Jose, Costa Rica; Brig. Gen. Issa Quandah, Jordan; and Dr. Robert E. Field, Blue Island, Illinois.



Dr. & Mrs. Roy Stewart, Ottawa, Canada.



Dr. Robert C. Kreischer, El Cajon, California, and Dr. Patrick J. Coyle, Philadelphia, Pennsylvania.



Federal Air Surgeon Dr. Frank Austin displays gift from Jordanian Delegation.



Colonel Ed Messick, Confederate Air Force, was the Banquet Speaker.



Dr. Hal Walgren, Hinsdale, Illinois; Dr. Floyd McSpadden, Houston, Texas; and Leanne Walgren.



Dr. and Mrs. Samir H. Jahshan, Amman, Jordan.



Dr. and Mrs. Sydney Cohen, Rawat Hasharon, Israel; and Mrs. Randall Ferris, Costa Rica.



Helen Starr, wife of Past-President Dr. Charles Starr, Canyon County, California; and Mrs. Mark Watson, Cottage Grove, Oregon.



Mrs. Hans Grimm, Amstelveen, Holland; and Dr. and Mrs. Victor Maxwell, Cheshire, England.



Dr. & Mrs. Hans E. Broscheit, Poughkeepsie, NY.



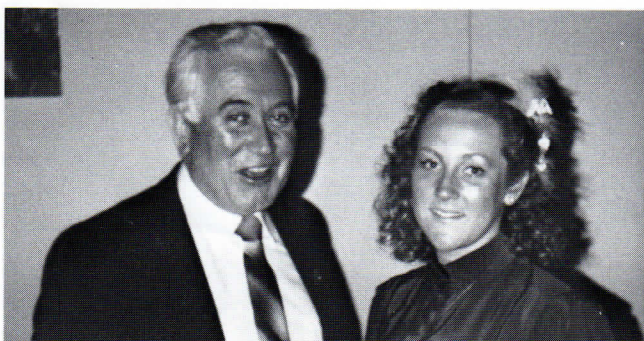
Dr. M. Young Stokes III, Denison, Texas.



Dr. and Mrs. John A. Martin, Kingston, Jamaica.



Dr. and Mrs. John H. Boyd, Eden, Texas.



Dr. Patrick J. Coyle, Philadelphia, Pennsylvania, and his daughter, Caroline.



Dr. and Mrs. Robert A. Winstanley, Johnstown, Pennsylvania.



Business Counsel, Harriett and Al Carriere, proudly display their gifts from the Jordanian delegation.



Dr. and Mrs. Sidney Cohen, Israel; and Dr. and Mrs. W. John Street, Bedford, England.

WELCOME ABOARD!

We welcome the following new members into the fellowship of CAMA.

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Kevin E. Ware, M.D.
1819 100th Pl. SE
Everett, WA 98204

E. Thomas Wightman, Jr., M.D.
1800 S. Lime
Lexington, KY 40503

include random urine samples which would be analyzed for licit and illicit drugs. The FAA has this proposal under consideration.

The FAA proposal to extend the duration of selected medical certificates is still circulating through headquarters. Final implementation is probable, but the details and timing are not yet known.

The new Federal Air Surgeon, Frank H. Austin, M.D., has already made his presence known. Within weeks of his arrival in Washington, he personally issued an unrestricted FAA Class I medical certificate to an airline widebody Captain who had had a quadruple bypass. The FAA previously had issued only a handful of airline pilots such unrestricted certificates, and then only to patients with a single bypass. It is expected that a number of additional major departures from previous policy will be forthcoming.

Informal remarks by Dr. Austin indicate that he plans to establish a board of flight surgeons similar to those with which he had experience in the U.S. Navy. This board will act upon clinical facts supplied by various medical specialists, and apply these facts to the aviation environment. It is also known that Dr. Austin is much more interested in function tests than in anatomical findings, e.g. a treadmill test is likely to carry more weight than coronary angiography.

More on the Age 60 Controversy

The U.S. Supreme Court fired the latest shot in the age 60 problem for airline pilots and flight engineers. In a decision issued in early January, the court found Trans World Airlines guilty of age discrimination. However, all observers agreed that the decision was of extremely limited scope.

TWA had a practice of permitting pilots who lost their Class I medical certificates but who could hold Class II certificates to bid down to flight engineers positions. However, they would not permit pilots who reached age 60 to do the same. This constituted age discrimination according to the court. Attorneys for the Air Line Pilots Association and Flight Engineers International Association President William Gill all agreed that the decision would probably affect "about 100" pilots.

The Federal Aviation Regulations prohibit any airline pilot from continuing in service after reaching his 60th birthday. These same regulations do not mention professional flight engineers. The issue has been clouded because some airlines have applied the rules to engineers, and others to pilots bidding down to the third seat.

The Supreme Court is scheduled to hear a related case involving Western Airlines in mid-January. This case involves a much broader application, and may determine whether the age 60 rule applies to those serving as engineers. Lower courts have split, one against Western, and one in favor of United Airlines in prohibiting anyone over age 60 in an airliner cockpit. This decision, expected later in the spring, may determine the retirement age of the nation's estimated 7,000 professional flight engineers. It should also determine whether pilots will be allowed to bid down to engineers' seats upon reaching age 60.

President's Message

Continued from page 1.

The meeting was excellent, but CAMA is not an organization to simply hold an annual gathering of the membership. We do have active, ongoing purposes. We need to seriously review the objectives as stated in our organization charter. We represent a very particular, highly qualified group of specially trained professionals with a common bond. It goes without saying that CAMA must help forward aviation safety and concern itself with the health of those who fly or participate in flight operations. It must also represent the interests of Aviation Medical Examiners. I do not advocate any confrontational attitude but I do counsel speaking up in a friendly voice when such is indicated.

Please contact me with any items of concern, "well-done" remarks, suggestions as to needed actions, or ideas you might have for activities or meetings.

We have recently added many new members, but there is room for more. Your encouragement to possible candidates is needed.

Thank you for naming me President. I'll do my best.

Robert E. Field, M.D.

Federal Air Surgeon

Continued from page 1.

The current study by AMA will greatly facilitate this process. We anticipate a report about August 1985 and publication of the results in several forms will be forthcoming.

Again, it is great to be aboard and I want you to know, as individuals and as an organization, that your efforts on behalf of Aviation Medicine are sincerely appreciated. Keep up the good work.

Sincerely,
Frank H. Austin, Jr. M.D.
Federal Air Surgeon
800 Independence Avenue, SW.
Washington, D.C. 20591
PHONE: (202) 426-3535