

# President's Page

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Michael Bagshaw, M.B., B.Ch.

Already the Kansas City meeting is a memory, and those who attended are back at work and reflecting on what they saw and heard. I hope that those of you who were unable to attend found time to look through the published abstracts and glean a sense of the huge diversity and range of topics which we are privileged to share. Our Association depends on the hard work and forward planning of our Executive Director and the excellent team in the Home Office, and it is my pleasure to thank them and the Program Committee on your behalf for another successful scientific meeting.

As I take the helm as your new President, I am conscious of the hard act I have to follow. The energy and drive of Past-President Antuñano is legendary and we all have reason to be grateful for his inspired leadership. He would be the first to agree that the President cannot function in isolation, and we

are fortunate in the high calibre of members who serve the Association as officers and committee chairs (I prefer to call them chairmen, with no gender implied – we do after all have *women* and *human* beings – but I concede defeat!).

Dear colleagues and friends, there is much to do. Within the Association our membership is falling, despite the stalwart efforts of Drs. Andy Bellenkes and Warren Silberman. In the wider world, there are major changes occurring which affect regulation and funding. As I sit on my perch over here in the UK I plan to take a global view and use this to lead our great Association forward, to ensure that we remain at the forefront of the aerospace medical disciplines. But I'll need your help, and I know I can count on that. I just hope you can understand my accent and will forgive me spelling colour with a 'u'.

More next month.

# Medical News

## Executive Director's Column



Rayman

## History

Of all medical specialties, I don't believe that any of them has a history as interesting as that of aerospace medicine. Our professionals have been involved in so many spectacular events including military aviation, civil aviation, and the space program. Some of our professionals have jumped from high altitude balloons, ridden a high-speed rocket sled, participated in wartime activities, flown in space, and participated in the research supporting these and many other endeavors. Unfortunately, we have not always done well in documenting what we have done, at least in recent decades. For some reason, we have been lax in telling our stories, particularly during the post-World War II era. Possibly the reason for this is that most of us are so busy that we have little extra time to put pencil to paper. Maybe a little laziness and procrastination are factors as well.

Fortunately, AsMA does have a few members who have an abiding interest in our history and have written articles in the journal chronicling what we have done. Among these are Walter Dalitsch, Michael Gibson, David Lam, Robert Dille, and Stanley Mohler, to mention only a few. Stan also chairs a very active History and Archives Committee that has done an outstanding job reminding us of our past. You might be aware that this Committee, with the assistance of Richard Jennings, provides historical movies at our annual meeting.

I certainly hope that everybody reads Dr. Dalitsch's column, which has been running in our journal for several years, in which he describes seminal events in aerospace medicine. I would like to extend my congratulations to Drs. David Jones and Roy Marsh for having published an excellent monograph entitled "Flight Surgeon Support to United States Air Force Fliers in Combat" (SAM-FE-BR-TR-2003-0001; May 2003). I strongly recommend this publication to you. To obtain a copy, contact National Technical Information Services, 5285 Port Royal Rd., Springfield, VA 22161-2103. It is a fascinating reading that preserves a part of our history. Although it focuses on USAF aviation medicine, there are lessons in it for all. It is particularly interesting to my generation because of the many individuals that Drs. Jones and Marsh write about are friends, acquaintances, and colleagues.

As an example, Dr. Jones describes the exploits of a flight surgeon, Col. Kress Lockridge, who was a true Vietnam War hero. He frequently parachuted into hostile territory to rescue downed and injured pilots. Some of you probably never knew Kress, although I was fortunate enough to know him well. Unfortunately, he died some years ago from lung cancer and, as I recall, he was an extremely heavy smoker. I am sure most of you will identify with other individuals so well reported by Drs. Jones and Marsh. It's these historical anecdotes that keep the memory alive and teach us lessons.

My message to you is to remember our past. If you are a part of an historical event, write it down so the next generation can learn from you. This is the only way we can keep the chain of historical events unbroken.

## AsMA Future Meetings

May 14-18, 2006  
Caribe Royale Hotel  
Orlando, FL

May 13-17, 2007  
Sheraton and Marriott Hotels  
New Orleans

May 11-15, 2008  
Sheraton and Hilton Hotels  
Boston, MA

May 3-7, 2009  
Westin Bonaventure Hotel  
Los Angeles, CA

## ASMA HAS A NEW WEBSITE!

AsMA's new web site is now online with many new features! Please check it out!

- Brand new Members Only area
- Members can update address and phone number online and much more!
- Announcement Updates
- New journal page
- Mentorship Program signup

**WWW.ASMA.ORG**

## MEETINGS CALENDAR 2005

### June 1-2, 2005, Washington, DC.

Psycho-Social Aspects of Catastrophic Disasters, a Homeland Defense Training Conference. To register, contact Pamela Greenstein, (703) 807-2758, pgreenstein@marketaccess.com, or register online at [www.marketaccess.org](http://www.marketaccess.org).

**June 1-2, 2005, Washington, DC.** The 2005 Defense Medical & Procurement Conference. Info: [www.homelanddefense-journal.com](http://www.homelanddefense-journal.com); Homeland Defense Journal, Inc., c/o David Dickson, 4301 Wilson Blvd., Ste. 1003, Arlington, VA 22203; (703) 807-2758.

**June 5-11, 2005, St. Petersburg, Russia.** 36th World Congress on Military Medicine. Sponsor: Russian Ministry of Defence. Info: Ivan Kholikov, tel. (095) 696-1940; mobile 8-926-202-7606; <http://www.congress-ph.ru/eng>

**June 13-July 26, 2005, Moscow, Russia.** Fifth International Space Medicine Summer School, a joint project of the Lomonosov Moscow State University, the Institute for Biomedical Problems, and Contemporary Educational Programmes. A 2-week program for those in biomedicine, natural sciences, engineering, and related fields. For more information, go to [www.cep.ru](http://www.cep.ru).

**June 19, 2005, Las Vegas, NV.** Diabetes and Diving--1-day CME Workshop co-sponsored by UHMS and DAN. To register: [www.uhms.org](http://www.uhms.org)

### July 22-27, 2005, Las Vegas, NV. 11th

International Conference on Human-Computer Interaction. Further info: HCI International 2005, School of Industrial Engineering, Purdue University, Grissom Hall, 315 N. Grant St., West Lafayette, IN 47907; [hci2005.engr.wisc.edu](mailto:hci2005.engr.wisc.edu); [www.hci-international.org](http://www.hci-international.org)

### July 25-28, 2005, Boulder, CO.

Cryogenic Engineering Training Short Course. [www.cryoco.com](http://www.cryoco.com).

**September 15-18, 2005, Gold Coast, Queensland, Australia.** Conjoint Meeting of the Australasian Society of Aerospace Medicine (ASAM), the Asia Pacific Federation of Aerospace Medicine Associations (APFAMA), and the Aviation Medical Society of Australia and New Zealand (AMSANZ). The Annual Scientific Meeting of ASAM, together with the 5th Asia Pacific Congress of Aerospace Medicine (APCASM). Contact: Anne Fleming, ASAM Secretariat, +61 3 98991686. [fleminga@bigpond.net.au](mailto:fleminga@bigpond.net.au); [www.asam.org.au](http://www.asam.org.au).

**October 19-22, 2005, Playa del Carmen, Q.R., Mexico.** XXII International Meeting of Aerospace Medicine. Sponsor: Mexican Association of Aviation Medicine, A.C. General Theme: Advances in Clinical Aerospace Medicine. Info: Luis A. Amezcua G., M.D., Tel./Fax: (52-55) 55-15-68-84; [lamezcua@att.net.mx](mailto:lamezcua@att.net.mx)

**October 24-26, 2005, Salt Lake City, UT.** SAFE Association 43rd Annual Symposium. Info: Jeani Benton 541-895-3012; [safe@peak.org](mailto:safe@peak.org); [www.safeassociation.com](http://www.safeassociation.com).

# This Month in Aerospace Medicine History-- June 2005

By Walter Dalitsch III, M.D., M.P.H.

## Seventy-Five Years Ago

Is pilot error impossible to eliminate?: "Can the percentage of aircraft accidents due to pilot error be reduced? It has been found that the accident peak is reached somewhere within the first four to six hundred hours of flying, that the number decreases with increasing hours flown, and remains relatively stationary beyond twelve hundred hours. Graduates are commissioned in the Reserve. A certain number enter the Regular Army and their training is continued with a tactical organization; those remaining in the Reserve are given from one to two years' active duty training; also with a tactical organization. Each group therefore starts Service training with approximately 250 hours' air experience and works up to the significant 400 to 600 hours just mentioned, within about two years following graduation.

"In view of the careful selection and the high standards at the Training Centers, it does not seem that material reduction in aircraft accidents due to pilot error can be effected at the present time by change in either method or practice in these directions. It does seem that the two years of tactical training immediately following graduation is the critical period during which must be accomplished the additional training required in order that the young pilot may master his science and excel in his art" (6).

Pilot selection--military versus commercial (Medical Examiner, Department of Commerce, Kansas City; and Medical Director, Universal Air Lines): "Selection of commercial pilots differs from military selection in that they are not seeking the same objective. Commercially, the transport pilot must be an earner for his employer. He must be stable, self reliant, conservative and earnest. Present day transport aviation has no place for the hard drinking, careless hero type pilot who pushes through bad weather in the face of all odds with a heavy hand on the throttle, hedge-hopping the tree tops or 'bailing out' in a parachute when he finds himself in difficulties of his own making. He must be imbued with those essentials of air transport: speed with safety. There is little room in his vocabulary for the highly colored fiction of the war hero which would lead one to believe pilots to be a combination of hysterical dare-devils, drunkards and libertines... One can prophesy that while the Flight Surgeon is new in commercial air transport, it is believed that he will be an increasingly important factor until such time as the radio-controlled automatic robot supersedes the human pilot subject to the mental and physical frailties listed above" (7).

Pilot doctor-shopping: "Question: Is it proper to qualify an applicant who is known to have been disqualified recently by another examiner if the physical examination is entirely satisfactory? Answer: No, for frequently we have information other than medical which justifies the original disqualification in spite of a subsequent qualifying examination. Furthermore, we do not wish to encourage disqualified applicants 'shopping around' in an effort to qualify" (3).

## Fifty Years Ago

Studying for the Board Examination: "The latest editions of *Flight Surgeon's Manual* and *Physiology of Flight*, two well-known U. S. Air Force publications, have been distributed by the Surgeon General to leading medical libraries throughout the country because of their value to physicians preparing to take the next examinations of the American Board of Preventive Medicine for certification in aviation medicine.

"The *Flight Surgeon's Manual*, first published in 1942, is the 'bible' of aviation medicine. It contains 712 pages with an index and 11 sections, including those on aircrew effectiveness, preventive medicine, aeromedical aspects of unconventional warfare, aviation medicine research and development and aeromedical evacuation. *Physiology of Flight* is a 196-page compendium of aviation physiology. Both volumes are profusely illustrated.

"These two official manuals are furnished to all Air Force flight surgeons, but they are not for sale. Candidates for certification in aviation medicine have found them helpful in reviewing for board examinations" (1).

Categorization of aviation mishaps (Cornell University): "Crash-injury and crash-survival data on military accidents are needed so that engineers can, by design, moderate or prevent unnecessary injuries and deaths in survivable accidents involving future military and civilian aircraft. To obtain such information, medical officers and accident investigators must work together in the investigation and analyses of accidents, the injuries sustained, and the causes of injury.

"In order to properly identify and catalogue the injuries sustained in accidents, flight surgeons and pathologist should make detailed examinations of the injured persons and report in detail the results of the medical examinations or autopsies. The results of the investigations and analyses must be given to engineers in language they can understand, both from a qualitative and quantitative (statistical) point of view. Classifications and terms that are meaningful to engineers, as well as to safety groups and other medical personnel, should also be utilized" (4).

## Twenty-five Years Ago

Gas mixtures and decompression sickness (USAF School of Aerospace Medicine, Brooks Air Force Base, TX): "A 95% oxygen-5% argon breathing mixture produces by a molecular sieve generator was shown to be similar to a 95% O<sub>2</sub>-5% N<sub>2</sub> mixture for breathing during 1-h exposures at 7,620 m (25,000 ft) or 10,972 m (35,000 ft), as determined by the detection of proportionate numbers of intravascular bubbles in the pulmonary artery of dogs. Comparable results were obtained with 95% O<sub>2</sub>-5% He or 100% O<sub>2</sub>. The partial pressures of a 5% mixture at 7,620 and 10,972 m were 14.1 and 8.6 torr, respectively, and were apparently low enough so that the nonmetabolizable gases did not result in differences in the incidence of intravascular bubble formation or decompression sickness. Argon at the 10% level showed a nonsignificant trend to produce more bubbles. Individual susceptibility or resistance to form bubbles was observed with the different gases. Denitrogenation with either 5 or 10% mixtures of the inert gases was quite effective, as shown by a reduction in the number of intravascular bubbles detected" (2).

Use of oxygen to facilitate decompression (University of Hawaii, Honolulu): "Oxygen is widely used at elevated partial pressures to facilitate decompression, yet the optimum dosage and the magnitude of the beneficial effects are poorly known. This is because oxygen enhancements, expressed as increases in the allowed pressure reductions, are small and easily masked by individual variation. Furthermore, oxygen can also produce detrimental results, and the range from a therapeutic to a toxic dose is narrow. Berghage and McCracken recently reported two massive investigations involving 1185 rats and 60 experimental conditions. These authors suggest that the conventional concept of an 'equivalent air depth' (EAD) is untenable and that oxygen must be considered in calculating the total tissue gas tension. We find instead that the observations of Berghage and McCracken are compatible with a model in which the tensions of oxygen and carbon dioxide dissolved in tissue are taken into account, and that this model, in turn, agrees with EAD predictions of oxygen enhancements for subtoxic oxygen pressures" (8).

Self-image of repatriated prisoners of war (USAF School of Aerospace Medicine, Brooks Air Force Base, TX): "Books written or contributed to by U.S. military men repatriated from Vietnamese prison camps were reviewed, with particular attention to common themes of effective coping strategies. The underlying theme was an internal standard of behavior which each set for himself. This took the specific forms of loyalty to country, to family, to fellow prisoners, or to a self-image. This latter involved considerable use of denial at times. Religious convictions were important to some, but not to all. There was no evidence of the 'identification with the aggressor' phenomenon that has been reported in some other prisoner situations. Some men reported beneficial aspects of the captivity situation, usually phrased in terms of personal growth. Mature coping skills include healthy humor, sublimation, anticipation, and the maintenance of self-esteem through an awareness of service" (5).

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# New Presidents of AsMA Constituent Organizations

New Presidents of Constituent Organizations were installed at the annual meeting in Kansas City. Congratulations to these newly appointed officers. [Ed. Note: At the time of going to press, there was no designated president for the Life Sciences and Biomedical Engineering Branch. Some biographies were printed last year and therefore appear in abbreviated form this year.]

## Edwards Leads Society of U.S. Naval Flight Surgeons

Captain Mark Edwards, MC, USN, is the newly installed President of the Society of U.S. Naval Flight Surgeons. He is currently Force Medical Officer, Commander Naval Air Forces (COMNAVAIRFOR), San Diego, CA.

CAPT Edwards received his B.A. in Biology from the University of Pennsylvania in 1977. Then from 1977-79 he was a student naval aviator. He went on to attend Jefferson Medical College, receiving his M.D. in 1983. He did his Family Practice Internship at Naval Hospital in Pensacola, FL, in 1983-84; was a Student Flight Surgeon,



Naval Aerospace Medical Institute, Pensacola, from 1984-85; did his Residency in Emergency Medicine at LAC + USC Medical Center from 1987-90; received his Masters of Science in Aerospace Medicine from Wright State University in 1994; and then became a resident in Aerospace Medicine from 1994-96 at the Naval Aerospace Medical Institute, Pensacola, FL.

His military assignments have included Senior Wing Medical Officer, 1st Marine Aircraft Wing det A, Iwanuni, Japan, from 1985-87; Head Emergency Dept., Naval Hospital Okinawa, from 1990-93; Senior Medical Office, USS *Independence*, 1996-98. He was on the Teaching Staff of the Emergency Department at the Naval Medical Center San Diego, 1998-2000, and then served as Wing Surgeon, 3rd Marine Aircraft Wing, 2000-2003.

He is an AsMA Associate Fellow and a Fellow of the American College of Emergency Physicians. He is Board certified in Emergency and Preventive (Aerospace) Medicine and by the American Board of Medical Examiners. He has received two Meritorious Service Medals.

## Col. Fisher to Head SUSAFFS

Col. Charles R. Fisher, Jr., M.D., M.P.H., is the incoming President of the Society of U.S. Air Force Flight Surgeons. He is currently the Director, Aerospace Operations, Air Force Medical Support Agency (AFMSA), Bolling AFB, DC. In that capacity he oversees the professional activities and aeromedical resources of the USAF.

Col. Fisher was born in Lafayette, IN. He attended Central Methodist College in Fayette, MO, where he graduated in 1983 Magna Cum Laude with Honors in Biology.

Dr. Fisher earned his Doctor of Medicine degree at the University of Missouri-Columbia in 1987, and went on to complete a residency in Family Medicine at USAF Medical Center Scott, Scott AFB, IL, in 1990. He also completed the Aerospace Medicine Primary course at the USAF School of Aerospace Medicine in 1990. Following his residency, he joined the 406th TFTW clinic staff (Zaragoza AB, Spain) as a family physician. During the Persian Gulf War he was deployed as a flight



surgeon in the Air Forces major Aeromedical Evacuation hub at Ramstein AB. He became the Chief of Aerospace Medicine at Zaragoza AB, and helped guide the installation from a wartime peak operational footing, through draw-down and closure. He then moved to RAF Upper Heyford, UK, as the 77th FS Squadron Medical Element and traveled extensively in support of the NASA Space Shuttle Transport System recovery program, combat related operations and manning assistance.

Col. Fisher was instrumental in establishing an Advance Cardiac Life Support training program for the Irish Heart Foundation. He subsequently became the first commander of the 42d AMDS, Maxwell AFB, AL. As a commander he remained one of the facilities top providers, the ACLS medical director, installation EET, and was instrumental to the design of the new 42d MDG. He left Maxwell to obtain a Masters of Public Health degree at the Univ. of Alabama-Birmingham. He then moved to Brooks AFB where he completed the USAF Residency in Aerospace Medicine and the USAF Residency in Occupational Medicine, becoming board certified in both disciplines. He remained at USAFSAM as a faculty member and was pivotal in developing the Aircraft Mishap Investigation and Prevention course and in the creation of the USAFSAM Expeditionary Medical System (EMEDS) course. The colonel last served as the Command Chief of Aerospace Medicine for Air Force Materiel Command, Wright Patterson AFB, OH.

Colonel Fisher is a Senior Flight surgeon with over 700 hours in multiple aircraft types. His decorations include the Meritorious Service Medal with two oak leaf clusters, Air Force Commendation Medal, Air Force Achievement medal, National Defense Service Medal, Southwest Asia Service Medal, and Humanitarian Service Medals.

## Dooley Leads Physiology Society

Col. James W. Dooley, USAF, BSC, is the newly inducted President of the Aerospace Physiology Society. Col. Dooley is presently the Air Combat Command (ACC) Surgeon Consultant for Aerospace Physiology and Air Force High Altitude Airdrop Mission Support (HAAMS) Program Manager at Langley AFB, VA. There, he designs and directs policies and

programs for all ACC aerospace physiology squadrons and training flights. He provides consultation to the Command Surgeon in all



aerospace physiology, safety, and life support issues and coordinates budget, training, policy, manning, and equipment inventories for the ACC acceleration (centrifuge) training program, and the U-2 high altitude/pressure suit program. He also establishes and enforces Air Force policy in support

of all HAAMS operations. In addition to his current duties as ACC Aerospace Physiology Consultant, he serves as USAF Program Manager of the USAF High Altitude Physiology program.

The colonel was born in Panama City, FL. He graduated from Georgia Southern College with a B.S. in Education in 1968 and an M.S. for Teachers in 1969. He completed U.S. Marine Corps Officer Candidate School and was commissioned in the U.S. Marine Corps in November 1969. He received his Ph.D. in Advanced Studies in Physical Education (Exercise Physiology) from Brigham Young University in 1979 and served as Assistant Professor of Health, Physical Education, and Recreation at Wright State University until 1984.

He was designated a Naval Flight Officer in September 1970. In 1972-1973, as Bombardier/Navigator in the A-6 Intruder, he completed an aerial combat tour with VMA (AW) 533, 1st Marine Air Wing, in Southeast Asia and was awarded the Air Medal with Numeral "6." In 1984, he was commissioned as a Biomedical Sciences Corps officer in the U.S. Air Force. In November 1984, he was awarded the "Iron Mike" as the Officer Honor Graduate for Class 7-85 of the U.S. Army Airborne Course.

From 1987-1989, he was Deputy Chief, Division of Altitude and Hyperbaric Physiology, Armed Forces Institute of Pathology (AFIP), Walter Reed Army Medical Center, Washington, DC, where he established hyperbaric physiology research facility at the AFIP and conducted human research protocols. As Chief, Flight Motion Effects Branch, AF Research Laboratory, Brooks AFB, TX, from 1994-1999, he supervised 25 Air Force & GS R&D scientists/support personnel in three major areas: aircrew acceleration (G) protection equipment/strategies; sustained operations strategies for enhancing performance of aircrew during long range flights; and spatial disorientation countermeasures.

Col. Dooley is an Associate Fellow of the Aerospace Medical Association (AsMA) and received the 2002 Ellingson Award from the AsMA Associate Fellows Group for his lead authorship of the article "Accommodation of Females in the High-G Environment: The USAF Female Acceleration Tolerance Enhancement (FATE) Project (Aviat Space Environ Med 2001; 72:739-46). In addition, he has served as President, Life Sciences and Biomedical Engineering Branch; Chairman, AsMA Aerospace Physiology Certification Board; and as a member of the AsMA Scientific Program Committee.

## King President of AsHFA

Raymond E. King, Ph.D., is the newly inducted President of the Aerospace Human Factors Association. Dr. King is a Personnel Research Psychologist at the FAA's Civil



Aerospace Medical Institute, Mike Monroney Aeronautical Center, Oklahoma City, OK.

Dr. King, a native of New Jersey, received his B.A. from Rutgers College, his M.A. from Fairleigh Dickinson University (Madison), and his doctorate from

the Illinois School of Professional Psychology. After being commissioned in the U.S. Air Force, he was assigned to USAF Regional Hospital, Sheppard AFB, TX, and served as flight psychologist for the fighter-oriented Euro-NATO Joint Jet Pilot Training (ENJJPT) program. In December 1990, Dr. King was assigned to the Clinical Sciences Division of the School of Aerospace Medicine; it reorganized into the Armstrong Laboratory before he reported for duty. He served as the Director of Education and Training for the Neuropsychiatry Branch and guided the development of the Aircraft Mishap Investigation and Prevention Course (AMIPC) and served as its Associate Course Director.

Dr. King has been a consultant to Aircraft Mishap (to prevent recurrence) and Accident (to assess culpability) Boards. He has also served as a psychiatric evaluator to numerous astronaut selection cycles at NASA Johnson Space Center, Houston, TX, and contributed to their recent personality-based select-in efforts for long-duration missions. After successfully establishing the psychological screening and research portion of the USAF Enhanced Flight Screening (EFS) program, he was appointed Chief of Neuropsychiatry Research and served as the principal investigator for two Defense Women's Health Research Program-funded grants. From Brooks he moved on to be Chief of the Collaborative Systems Technology Branch of the Crew System Interface Division, Human Effectiveness Directorate, USAF Research Laboratory, Wright-Patterson AFB, OH. His last active duty assignment was as Chief of Operational Research at the Headquarters of the U.S. Air Force Safety Center, Kirtland AFB, NM. Shortly after leaving active duty and joining the FAA, he was detailed to the Federal Air Marshall (FAM) Medical Office for 6 months in response to the events of September 11, 2001, where he directed the psychological selection of FAMs. He was recognized with an Outstanding Team Award by the Federal Air Surgeon for his contributions to this project. Currently, he is a USAF Individually Managed Augmentee (Reservist), attached to the Life Skills Support Center, 72nd Medical Group, Tinker AFB, OK.

Dr. King has been decorated with the Air Force Achievement and Commendation Medals, and the Meritorious Service Medal with three oak leaf clusters. He was selected as the Air Force Materiel Command Psychologist of the Year in 1994 and the Air Force Association Texas Clinician of the Year in 1995. He received the Aerospace Medical Association Raymond F. Longacre Award in

2003. He has given numerous presentations at international meetings and served as the director of Psychological and Mental Tests for Pilot Selection, a NATO short course. Dr. King is a Fellow of the Aerospace Medical Association and the Society of Personality Assessment, and serves as the newsletter editor and of the Aerospace Human Factors Association, of which he is also a Fellow. He is the author of the book "Aerospace Clinical Psychology."

## Roper is New ANS President

Captain Daniel Roper, USAF, NC, is the incoming president of the Aerospace Nurses Society. He is currently the Flight Commander



of Medical Readiness/Education and Training at the 49th Medical Group in Holloman AFB, NM. He is responsible for the wartime training of over 175 personnel and support of the Space Shuttle program as an alternate landing site liaison nurse. Prior to this assignment he was a tactical flight nurse instructor at Pope AFB, NC.

Capt. Roper is a native of Flagstaff, AZ. His nursing education includes a Bachelor of Science from Arizona State University and a Doctorate from Kennedy-Western University. He is a board certified flight nurse (CFRN) and a board certified emergency nurse (CEN).

An Air Force member since 1984, Capt. Roper worked in the Level I Trauma Center at Wilford Hall in San Antonio and flew as a member of the Critical Care Aeromedical Transport Team from 1995-99. He was a tactical flight nurse at Pope AFB, NC, from 1999-2002, and has served in numerous contingency operations including Desert Storm and Operation Enduring Freedom. He is a former associate faculty for the Defense Medical Readiness Training Institute, Joint Special Operations Medical Training Center, and the Navy Fleet Hospital Operations Training Center. He is a senior flight nurse with over 1,000 hours of military and civilian flight nurse experience. In addition, he is the director of Roper Healthcare Consultation, LLC, and a private pilot.

An Associate Fellow of the Aerospace Medical Association, Capt. Roper serves on the AsMA membership committee and is a previous conference presenter at AsMA's annual scientific meetings. He is the recipient of the Aerospace Nurses Society's Krakauer and Hoefly awards.

## Holland Leads SMB

Dwight Holland, Ph.D., is beginning a one-year term as the President of the Space Medicine Branch, and will continue to serve as their Corporate Sponsor/Finance Chair. Dr. Holland just completed a two-year term as the President of AsMA's International Association of Military Flight Surgeon Pilots (IAMFSP). Dwight has owned his own consulting business in Systems Management/Human Factors Engineering for 15 years. He is also currently a USAF Reserve Officer who is assigned to the 311th Human Systems Wing's Performance Enhancement Division at Brooks City-Base in San Antonio, TX.

Dr. Holland holds Master's degrees in Geophysics and Systems Engineering, and a Ph.D. in Human Factors



and Systems Engineering, all from Virginia Tech. Dr. Holland is a graduate of USAF Pilot Training, and is a fully-qualified USAF Acquisitions Officer. He is a commercial type-rated jet pilot with over 2,000 hours of flight time in 35+ air-

craft including research flight test engineering work.

Dr. Holland has served as an instructor and curriculum co-developer in the crew systems interface area at the Navy Test Pilot School at Patuxent River, MD. He was the first-ever reserve instructor attached to the USN Test Pilot School. Dr. Holland was also co-developer and teacher of the first Crew Systems Analysis curriculum for the USN Test Pilot School there in 2000-01. He was recently assigned to the USAF Office for Scientific Research (AFOSR) as an International Program Manager in the Human Effectiveness and Space Systems areas. In that assignment, he has also served as a USAF liaison to the Office of Naval Research for Internationally-related Bioterrorism issues and represented AFOSR and AFRL at the first high-level governmental anti-Bioterrorism Conference in the Western Hemisphere.

Dr. Holland has over 85 academic presentations and publications to his credit, including chairing over 30 scientific sessions at international scientific meetings, with about half of them relating to long-duration spaceflight human performance issues. He was the second American to be selected as an Honorary Member of the Slovenian Aerospace Medical Association. He served as one of several co-authors on the AsMA 2005 Tuttle Award research team in the areas related to all-night flying fatigue. In addition, Dr. Holland's dissertation on dynamic peripheral visual acuity under various levels of workload and verbal intrusion earned him the 2002 Stanley N. Roscoe Award from the Aerospace Human Factors Association.

Dr. Holland is currently serving on the AsMA Executive Committee. At various times, he has served the AsMA community on the Nominating Committee and as the Program Chair for the Associate Fellows Group, Space Medicine Branch, Aerospace Human Factors Association, and as Vice-President and former Secretary-Treasurer of the Pilot-Physicians group. He has served as a Member-At-Large for the Aerospace Human Factors Association and Space Medicine Branch, and has served as the Secretary-Treasurer of the Space Medicine Branch of AsMA. He has served on the AsMA Scientific Program Committee for nearly 10 years. He has just received the 2005 Won Chuel Kay Award for "outstanding contributions to international aerospace medicine."

## Hiland is Incoming President of IAMFSP

CAPT David A. Hiland, MC, USN, is starting a 2-year term (2005-07) as the President of the International Association of Military Flight Surgeon Pilots. [Note: Last year we published

See HILAND, p. 610

*HILAND, from p. 609*

his biography by mistake, as Dr. Dwight Holland was in the middle of his 2-year term (see *Aviat Space Environ Med* 2005; 75:562). ] Since 2003, CAPT Hiland has been



Commanding Officer, Navy Environmental Health Center, Portsmouth, VA.

A native of Illinois, he attended the University of Illinois as a Naval ROTC student. He earned his Bachelor of Engineering Degree and commission as an Ensign in 1969.

Following flight training, he was selected for A-7E Corsair training and reported to VA-25 aboard USS Ranger (CV-61) in 1971. After completing two combat cruises to South East Asia, CAPT Hiland was discharged from active duty in 1974.

He attended the Chicago College of Osteopathic Medicine as a Naval Scholarship student and was awarded his Doctor of Osteopathic Medicine degree in 1984. He was designated as a Naval Flight Surgeon in 1985, and later reported to the Commander, Carrier Air Wing Eight, aboard USS *Nimitz* (CVN-68) where he served as Senior Air Wing Flight Surgeon. In 1989 he was awarded a Masters Degree in Public Health from Johns Hopkins School of Public Health. He completed Aerospace Medicine Residency training in 1991.

## Bagshaw elected President of AMDA and AsMA

Michael Bagshaw, MB, BCh, MRCS, LRCP, FFOM, DAvMed, DFFP, FRAeS, has been elected President of the Airlines Medical Directors Association (AMDA). He is also the incoming President of the Aerospace Medical Association.



Dr. Bagshaw is visiting Professor of Aviation Medicine at King's College London. He retired from British Airways in December 2004, where he led the team responsible for the delivery of occupational

and aviation medicine to British Airways staff world-wide and for the medical issues affecting passengers travelling with the airline.

Born in Formby, Lancashire, UK, Professor Bagshaw gained his medical degree at the Welsh National School of Medicine, followed by a 16 year career in the RAF as a medical officer, Hunter and Jaguar pilot and flying instructor, and then as a specialist and test pilot at the Institute of Aviation Medicine Farnborough. At Farnborough he made significant contributions to the development of aircrew NBC protection, pressure breathing with G, the use of night vision goggles by fast jet aircrew, low resistance breathing systems, and the desensitisation of motion sick aircrew.

On retirement from the RAF in 1986, Professor Bagshaw worked as a family practitioner and as a consultant in neuro-otology at St George's Hospital London, returning to practise occupational medicine at Farnborough in 1990.

Joining British Airways in 1992, Professor Bagshaw conducted research and development in a number of areas including cabin air quality, cosmic radiation, flight deck noise and communication, and telemedicine.

Contributor to a number of textbooks in aviation and travel medicine, as well as to the Oxford Textbook of Medicine, Professor Bagshaw is author of 'Human Performance and Limitations in Aviation'. He has published more than 60 scientific papers and lectures internationally.

He is a member and Fellow of the Aerospace Medical Association, the Royal Aeronautical Society, and the Faculty of Occupational Medicine; and Honorary Civil Consultant Adviser in Aviation Medicine to the British Army. In the past, he has served as Associate Editor for Aviation, Space, and Environmental Medicine; Chairman of the Association of Authorised Medical Examiners; Chairman of AsMA's Air Transport Medicine Committee; a member of the European Union Cabin Air Quality Working Group; and a member of the American Society of Heating, Refrigeration & Air-Conditioning Engineers Cabin Air Quality Standards Committee. He is also a Past President and member of the British Medical Pilots Association, a Fellow of the Royal Society of Medicine, and a member of the Society of Occupational Medicine.

Dr. Bagshaw has received a variety of honors and awards including: the George J. Kidera Award from the Airlines Medical Directors Association; the Buchanan Barbour Award from the Royal Aeronautical Society; and the Award of Merit from the Guild of Air Pilots and Air Navigators.

Holder of an Air Transport Pilot licence, Professor Bagshaw flies part time as a business jet captain and as a flying instructor and examiner.

## McKeon Continues as Army AvMed Association President

LTC Joseph F. McKeon, MC, USA, is continuing his 2-yr term as president of the U.S.



Army Aviation Medicine Association (see *Aviat Space Environ Med* 2004; 75:562). He is presently the Command Surgeon at the U.S. Army Safety Center, Fort Rucker, AL. Prior to that, he was the Chief of the Education Branch at the U.S. Army School of

Aviation Medicine, also located at Fort Rucker.

A native of Washington, DC, he earned his B.S. in Engineering at the U.S. Military Academy, West Point, NY, in 1979. He earned his M.D. from the Medical College of Virginia, Richmond, VA, in 1990 and then spent a year in a Family Practice internship. In 1997, he earned his MPH at the School of Public Health, University of Texas Health Science Center at Houston. He then completed Aerospace and Preventive Medicine residencies at the USAF School of Aerospace Medicine at Brooks AFB, TX, in 1999.

Dr. McKeon is board-certified in Preventive Medicine and Aerospace Medicine and is a Diplomate with the American Board of Preventive Medicine and the American

Board of Medical Examiners. He is a member of the Aerospace Medical Association, the Society of U.S. Army Flight Surgeons, the American College of Preventive Medicine, the Association of Military Surgeons United States, the Order of Military Medical Merit, and a life member of the Army Aviation Association of America.

## Van Syoc Continues as ASAMS President

Col. Daniel Van Syoc, USAF, MC, will continue to serve as President of the American Society of Aerospace Medicine Specialists (ASAMS) for another year (see *Aviat Space*



*Environ Med* 2004; 75:564). He is currently the chief of the Clinical Sciences Division (Aeromedical Consultation Service) at Brooks Air Force Base, TX. He has 20 years of active duty service in the USAF and came to his current position from Randolph AFB

where he served as Chief of Aerospace Medicine for Headquarters Air Education and Training Command.

A native of Iowa, Dr. Van Syoc earned his B.S. from Iowa State University in 1975, his M.D. from the University of Iowa in 1980, and his MPH from the University of Oklahoma in 1990. He completed a Family Practice Residency in 1983, the same year that he joined the military, where he served in a variety of positions including Family Practice Physician and Flight Surgeon. He completed an Aerospace Medicine program at Brooks AFB, TX, in 1991.

Dr. Van Syoc is an Associate Fellow and Life Member of the Aerospace Medical Association as well as Chairman of the AsMA Education and Training Committee. He is past treasurer and Life Member of the Society of USAF Flight Surgeons, where he serves on the Board of Governors. He is also past Secretary and Treasurer of the AsMA Associate Fellows Group and was the secretary of ASAMS, of which he is a charter member.

His military awards include four Meritorious Service Medals, two Air Force Commendation Medals, an Expeditionary Medal, a Humanitarian Service Medal, a Joint Commendation Medal, an Air Force Achievement Medal, and a National Defense Medal.

## Reminder for Prospective Associate Fellows

The Chair of the Associate Fellows Group reminds prospective Associate Fellows that their applications must be received by **August 1** each year in order to be considered for the annual selection process.

Update forms are available from the Associate Fellows website at <http://asma.homestead.com/AFGHOME.html>

## Welcome Trish Trifilo-- The Wing's New President

I am a mid-western gal from the heart of Illinois--Peoria. This city (third largest in Illinois) has an interesting cross section of people in the U.S. We have very rich, very poor, and lots of middle class. It is a University town, home of Caterpillar International, Civic Opera and Orchestra, and Triple-A baseball, international banking, Jim Beam distillery, Pabst Blue Ribbon Beer, and lots of churches. If it "plays" in Peoria it will play anywhere in the U.S. I am the first girl in three generations of offspring, and the youngest of three (who appeared in our family every seven years like a plague, my brother tells me). I was just a little spoiled!

I was in one of ten pilot programs nationwide for gifted children. We started in 2nd grade and had our own school. We were tested and studied, and we are still followed to this day. This program laid the ground work for not only the gifted programs in schools, but the magnet schools found in most U.S. cities today. Music has always been my avocation. As a high school student, I sang in many churches and synagogues for weddings, funerals and services, school groups, opera companies, played the piano, flute, and 5-string banjo. I was also a Boy Scout! The "Explorers" division had not separated from BSA yet so I went to Washington, DC as a representative and was the national secretary at that meeting. We spent our evenings bothering the secret service in the hotel (the vice president was living there at the time) and playing football at 1 a.m. in front of the White House.

After surviving that, and a catholic education to boot, I attended the University of Iowa for my undergraduate degree in science. At Iowa I joined Alpha Chi Omega sorority, played bagpipes and danced in the Scottish Highlanders Band (the largest all girl bagpipe band in the country) and did 4 years of 3-meter springboard and 10-meter platform diving in the NCAA. I was president of my dorm association and active on the sorority board. Our band toured Great Britain and played for the Queen at Buckingham Palace at the end of my senior year. This was my first trip to Europe. Little did I know I would end up living there for 4 years.

Deciding that teaching was for me, I enrolled in St. Louis University for my graduate work in Anatomy and Neuroanatomy. I attended some of the same classes as a young medical student named Rich Trifilo. I was even his lab instructor in Histology. Dating was difficult because I did my electron microscopy at night when the building was quiet and still. But, we managed to get to know each other and married between his psychiatry and pediatrics rotation in the third year. We've been happily married 26 years.

Rich joined the Air Force to pay for medical school. We were indebted for 3 years. Little did we know that that was the beginning of a whole new life style, traveling around the



**TRISH AND FRIENDS**--Trish Trifilo, Kim Hyun Hee and another friend visit the Taj Mahal.

world for 24 years. We have lived in California, Hawaii, Germany, Texas twice, Illinois 3 times, Alabama, North Carolina, and Korea. I had planned to teach at a university but tenure is very hard to obtain when you move every 3 years or leave the country! Instead, I have been very fortunate to have a fairytale existence teaching all over the world for many different institutions, taking time off for my children when I felt it was appropriate.

I have taught at the graduate level, done in-services for hospitals, tutored college and medical students, instructed at several universities including University of Maryland (Europe, Asia, and Stateside), the University of Illinois, Our Lady of the Lake University, and Hardin-Simmons University. I have taught music to first through sixth graders, and run a Young Astronauts program for a grade school in Texas. I even taught science in a College Prep School for two years. I teach Biology, Anatomy, Histology, Neuroanatomy, Genetics, Health and Nutrition, First Aid and CPR, Plant Biology, and Comparative Anatomy.

Between teaching and moving, Rich and I managed to raise two wonderful and talented children. Greg will graduate with honors from Georgia Tech this spring, be commissioned into the Air Force, and then will attend medical school in the fall. Colleen is a Junior at University of Miami studying Sociology, English and Political Science. Both kids have taken advantage of the military life accompanying us to many countries.

We all have the travel bug, whether going somewhere in the U.S. or to some distant country. Colleen and I like to learn foreign languages. Between all four of us we have German, French, Spanish, some Italian, and a little Korean. Some of the most interesting things happen when you are willing to risk your comfort zone. In Germany we lived in a small farming community. I could talk to all the neighbors, we went to the local church on Sundays, and walked our dog everywhere. Greg joined a village soccer team and Colleen went to a German kindergarten. Our communication was not always perfect but we made many fast and long-lasting friendships. We experienced the sudden death of Rich's dad there, and Rich left for war there, too. Our family was protected, cared for, and engulfed in love. I would bet that most people who have lived in the same neighborhood for 20 years would not have the same close relation-

ship we did with 100 town members in Germany for 4 years. We have experienced the Eastern Bloc Countries before and after the wall fell. In Russia, we were constantly followed by the KGB, including spies snoring behind mirrors, and bugged rooms. Though some of the stories are not fit for print or mixed company, I'll be happy to relate them at another time.

One of the best experiences I had was in South Korea. I was asked to teach conversational English to five Korean Generals' wives. They spoke very little English and I spoke NO Korean. We started with 1 hour a week for class, progressed to 3-4 hours a week with lunch, and eventually spent a whole day, every week, either playing golf, eating, or traveling to special sites in the country. Mrs. Lee is the wife of the Air Force Chief of Staff for Korea. I was the only foreigner sitting among the Korean AF wives at his induction ceremony. I often went to their home in Seoul as her honored guest. Another spouse is the wife of the Korean Air Defense chief. Kim Hyun Hee has become one of my best friends. We played golf, shopped, and went to dinner together.

In June, I became a "sister" to Kim Hyun Hee. She had never traveled out of the country, and had never left her husband or sons before that month. I wanted to travel to India and asked her to go with me. She joined me and a British Friend for a 14-day extravaganza. We visited Dehli, New Dehli, Jaipur in Rajasthan, went on a 2-day tiger safari, visited Agra and the Taj Mahal, bathed in the holy city of Varanasi, and volunteered at Kali Ghat, a care facility in Kolkata (Calcutta) run by Mother Teresa's charity house. On our return, General Yu honored us with a special dinner, welcoming us into his family. We had shared rooms, food, and time just like sisters would in Korea.

Kim Hyun Hee and I talk every couple of weeks by phone and send each other e-mail. She has become a life long friend. Her English is great, my Korean is minimal but we manage to communicate.

I joined the Wing in 1991 when Rich had to come back from the Desert to receive his award as Flight Surgeon of the year at AsMA. Because I like to travel and direct travel, I started on the board as tours chairman. Since then I have done Publicity, Treasurer (for a long time), Tours, Arrangements, Advanced Registration, 2nd and 1st Vice Presidents.



## Join the Wing!

The Wing of the Aerospace Medical Association was formed in 1952. Dues are \$20 per year. For further information, contact: Judy Waring, 4127 Kenyon St., Seattle, WA 98136; (206) 933-0884; e-mail: judywarig@comcast.net

## NEWS OF CORPORATE MEMBERS

### Wyle Joins Team to Propose New Crew Exploration Vehicle

Wyle Laboratories, Inc., has been added to Lockheed Martin's "all-star" team of aerospace companies to submit a proposal to design and build NASA's new Crew Exploration Vehicle. Wyle will be the exclusive source of expertise concerning crew health systems and operations. Wyle will capitalize on its unique capabilities and experience to provide clinical, engineering, and operations expertise to optimize the Crew Exploration Vehicle design to protect crew health and performance during all phases of development and mission operations.

The teaming of these premier aerospace companies reaches across two continents and builds upon their respective strengths and decades of experience in complex systems integration, innovation, and advanced technology development, and operational reliability and performance. All these elements are vital to helping NASA achieve its goals of demonstrating a new Crew Exploration Vehicle by 2008 and reaching an operational capability by 2014.

#### About Wyle Laboratories

Wyle Laboratories, Inc., a privately held company, is a leader in providing medical operations, engineering, and life science support services for human spaceflight. The company also provides testing, research, and engineering services to commercial, industrial, and government customers, as well as technical support services, life sciences, and special test systems to the aerospace, defense, nuclear power, communications, and transportation industries.

### Mayo Clinic Reports Match Day Results

Mayo Clinic College of Medicine reported excellent Match Day results for its medical students and its residency and fellowship training programs. Match Day is when graduating medical students and residency training programs across the United States learn the results of a selection process that assigns graduating medical school seniors to residency training programs.

All 36 Mayo Medical School (MMS) seniors who participated in the 2005 National Residency Matching Program (NRMP) were successful in matching with a residency program. Ninety-four percent matched to a program among their top three choices. Fifty-three percent of MMS graduating seniors plan to complete their residency programs in Minnesota. Forty-one percent plan to complete residency programs at the Mayo Clinic. Primary care (i.e., family medicine, internal medicine, pediatrics, and obstetrics and gynecology) was chosen by 49 percent of the 2005 MMS graduating class. The rest will enter residencies in other specialties. Among these, diagnostic radiology and surgery were chosen most often. Mayo School of Graduate Medical Education (MSGME) also had impressive re-

sults, reporting that 99.3 percent of its residency training positions were filled.

The Association of American Medical Colleges established the NMRP in 1952 to provide a fair and orderly process to match residency applicants' preferences with residency program choices of applicants. The program provides a common time for announcement of appointments, as well as an agreement for programs and applicants to honor the commitment of Match results.

#### About Mayo Clinic

Mayo Clinic is a charitable, not-for-profit organization based in Rochester, MN. Its mission is to provide the best care to every patient every day through integrated clinical practice, education, and research.

### Aventis Receives Approvable Letter From FDA

Sanofi-Aventis announced recently that it had received an approvable letter from the U.S. Food and Drug Administration (FDA) for AMBIEN CR™ (zolpidem tartrate extended release) C<sub>IV</sub>. AMBIEN CR™ is the controlled-release formulation of zolpidem, the world's leading sleep aid.

An approvable letter outlines specific questions that have to be resolved before the Agency will approve a product for marketing.

Sanofi-Aventis Group is already working closely with the FDA to address the questions

outlined in the letter. The FDA's questions relate specifically to AMBIEN CR™ and are not related to the safety and efficacy of AMBIEN® (zolpidem tartrate).

#### About Sanofi-Aventis

Sanofi-Aventis is the world's 3rd largest pharmaceutical company, ranking number 1 in Europe. Backed by a world-class R&D organization, Sanofi-Aventis is developing leading positions in seven major therapeutic areas: cardiovascular, thrombosis, oncology, metabolic disorders, central nervous system, internal medicine, and vaccines.

### Baxter Teams with CSC's DVC

Under a cooperative contract, DVC, LLC, will lead a collaborative effort with Baxter Healthcare Corporation, a leader in the development and manufacturing of plasma-derived therapeutics. The contract includes process development and manufacturing of a candidate therapeutic to be used in a phase 1 clinical trial. Nicknamed "BioScavenger," this candidate is being developed for its potential to provide protection from the toxic effects of certain chemical warfare agents.

DVC, LLC, a Computer Sciences Corporation (CSC) company, has been awarded a 2-year, \$19.6 million contract from the Department of Defense Medical Identification and Treatment Systems (MITS) Joint Product Management Office to develop plasma-derived human butyrylcholinesterase, which is an enzyme found in human blood plasma that has been shown to inhibit organophosphorous chemical nerve agents such as Sarin, Soman, and VX.

#### About Baxter

Baxter Healthcare Corporation is the principal U.S. operating subsidiary of Baxter International Inc. Baxter International Inc., through its subsidiaries, assists health-care professionals and their patients with the treatment of complex medical conditions, including cancer, hemophilia, immune disorders, kidney disease and trauma. The company applies its expertise in medical devices, pharmaceuticals and biotechnology to make a meaningful difference in patients' lives.

### MedAire Finalizes Alliance with Drum Cussac Ltd.

MedAire, Inc., and Drum Cussac Ltd. recently announced a strategic alliance that will enable multi-national companies to use either company as a single resource for meeting the corporate health and security needs of their international activities and operations.

Tempe, Arizona-based MedAire, Inc., has set industry standards throughout the world in providing remotely managed medical assistance services such as hotline medical advice, medical referrals, and medical evacuations. St Helier, Jersey (Channel Islands)-based Drum Cussac has rapidly become one of the world's leading security firms helping multi-national corporations mitigate business risks through

See MEDAIRE, p. 613

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For information on becoming a Corporate Member, please call Gloria Carter at (703)739-2240, ext. 106, [gcarter@asma.org](mailto:gcarter@asma.org); or Dr. Marian Sides at [mb-sides3@myexcel.com](mailto:mb-sides3@myexcel.com)

services such as crisis management, travel and personal security, and political risk assessments.

MedAire began offering security-related services to its clients in 2002.

#### About MedAire

Established in 1986, MedAire offers fully integrated health and security solutions including medical evacuations, remote emergency assistance services, training and web-based education programs, specialized resources such as medical and security kits, and a network of international-standard medical clinics in Asia. MedAire serves international business travelers and expatriates, commercial airlines throughout the world, corporate flight departments, government agencies, military and maritime operators.

### Lockheed Martin Opens Center for Innovation

Lockheed Martin Corporation recently formally opened its Center for Innovation—a unique, collaborative laboratory that will serve as a critical new asset in the nation's global war on terrorism, homeland defense, and transformation of other government operations. The Center offers the tools, environment, and expertise to help create new operational concepts and powerful net-centric solutions to strengthen our nation's military effectiveness, bolster our country's security, and support other vital government missions.

The 50,000-square-foot Center, located in Suffolk, VA, provides excellent proximity and connectivity with a number of military commands, national security, and other government customers. The Commonwealth of Virginia supported the Center's development as part of the state and local government's effort to bring new, high technology companies and jobs to the area. The Center's collaborative work environment along with its exclusive capabilities provides new opportunities to work with customers to innovate, stress, and analyze new systems and ideas necessary to counter emerging world threats.

The Center offers capabilities unique to this industry. The initial work focused on rapid prototyping, collaborative experimentation, and exhaustive analysis to address customers' most pressing needs and future requirements. These efforts included: advanced command, control, and communications and information operations; joint force projection; logistics; surveillance and reconnaissance; missile defense; and homeland security.

#### About Lockheed Martin

Headquartered in Bethesda, MD, Lockheed Martin employs about 130,000 people worldwide and is principally engaged in the research, design, development, manufacture and integration of advanced technology systems, products and services.

### AOPA Makes Affordable Insurance Available to Older Pilots

The Aircraft Owners and Pilots Association (AOPA) recently announced a new agreement between the AOPA Insurance Agency and Global Aerospace Inc. that will allow older pilots access to affordable insurance. For many older pilots, the rates will be lower than those from some competing companies.

Under the agreement, AOPA members of any age can get insurance with limits of up to \$1 million total and \$100,000 per passenger. To qualify, pilots must be current AOPA members flying a single-engine, fixed-gear aircraft with four or fewer seats valued at less than \$100,000. Pilots also must renew their third class medical each year.

The AOPA Insurance Agency's agreement with Global is just part of the association's ongoing efforts to make insurance available and affordable for older pilots. AOPA also is undertaking a major study to find out whether the safety records of older pilots justify the difficulty they often have in getting insurance. AOPA will begin by looking at all the existing information on flying and older pilots: What kind of research on this subject already exists, whether for flying or other relevant aging factors?

Next, the study will probe the AOPA Air Safety Foundation's extensive accident database, looking for the causes of accidents involving older pilots. What kinds of incidents or accidents are they experiencing? What's the ratio of "fender benders" to more serious situations? Finally, AOPA will engage an independent research organization to evaluate what happens to the cognitive and neuro-muscular skills of pilots as they age.

The AOPA Insurance Agency is the nation's largest general aviation insurance agency and is the only aircraft insurance agency backed by the 60-plus-year expertise of the Aircraft Owners and Pilots Association.

#### About AOPA

AOPA represents more than 400,000 pilots, some two-thirds of all pilots in the United States, and is the largest, most influential aviation association in the world. AOPA has achieved its prominent position through effective advocacy, enlightened leadership, technical competence, and hard work. Providing member services that range from representation at the federal, state, and local levels to legal services, advice, and other assistance, AOPA has built a service organization that far exceeds any other in the aviation community.

### Carleton Life Support Systems Receives Teamwork Award

Carleton Life Support Systems, Inc. (CLSS), recently received an outstanding teamwork award from Boeing, Long Beach, CA.

Boeing honored CLSS and its partner Air Products PRISM Membranes (APPM), St. Louis, with the award for the successful completion of the C-17 OBIGGS II development program. CLSS and APPM, whose contributions enabled the program to be on schedule and on budget, provided Boeing with the development of an Air Separation Module (ASM) for their C-17 aircraft On-Board Inert Gas Generating System (OBIGGS).

The ASM uses hollow-fiber membrane technology to concentrate nitrogen, which is then released into an aircraft's fuel tank, displacing the explosive air/fuel mixture inside the tank. This eliminates the opportunity for an explosion resultant from enemy ground fire, static discharge, or other ignition sources.

#### About Carleton Life Support Systems

Carleton Life Support Systems Inc., part of the Cobham plc Aerospace Systems Group and headquartered in Davenport, IA, is a

world leader in the application of air separation technology for aviation applications and in the design and manufacture of miniature sterling cycle cryogenic coolers.

### ETC Completes Third Training Exercise with ADMS™

Environmental Tectonics Corporation's (ETC) Orlando Simulation Division recently announced the successful completion of their third training session at Baltimore/Washington International Airport (BWI) using the multi-user virtual-reality simulation trainer, the Advanced Disaster Management Simulator (ADMS™).

Following a highly successful exercise conducted last year, ETC was selected by the Maryland Aviation Administration to develop and conduct a series of additional programs to train relevant BWI personnel in several different areas of airport disaster response, including a security breach, a terrorism-related HAZMAT incident, and airline crash landings.

In one week, ADMS was used to train over one hundred BWI first responders in dealing with a mass casualty emergency involving a crash-landed B-757. BWI's first responders, including the airport's Fire Rescue Department, Emergency Medical Services (EMS), Police, and Airport Operations Staff, were presented with this rare and extreme situation to train as a unified team headed by joint command. The multi-jurisdictional team was also able to exercise and apply the airport's Emergency Plan under the National Incident Management System (NIMS) for standardized disaster response procedure instituted by the U.S. Department of Homeland Security.

Dealing with security related threats, fire, and explosion-related disasters and biochemical incidents requires responding personnel to place themselves within the immediate threat of danger and requires them to make appropriate decisions under extreme stress. Simulation training has been proven to be the leading technology in increasing emergency responders' preparedness levels, and ADMS Intelligent VR Technology™ allows the exercises to be driven by the decision-making process, providing realistic, yet safe and efficient training.

ADMS systems are currently used by Chicago O'Hare International Airport, Minneapolis/St. Paul International Airport, Orlando/Sanford International Airport, the Metropolitan Nashville Airport Authority, Florida's Office of Emergency Management, Florida's Department of Transportation Consortium, Florida State Fire College, Kawasaki Industrial, UK's Ministry of Defense, UK's International Fire Training Centre, UK's Warwickshire Fire Rescue Service, The Netherlands' National Institute for Fire Services and Disaster Management, and South Korea's National Fire Service Academy.

#### About ETC

ETC designs, develops, installs and maintains aircrew training systems, public entertainment systems, process simulation systems (sterilization and environmental), clinical hyperbaric systems, environmental testing and simulation systems, and related products for domestic and international customers.

# NEWS OF MEMBERS

Send information for publication on this page to: **News of Members**  
**Aerospace Medical Association**  
**320 S. Henry Street**  
**Alexandria, VA 22314-3579**  
**pday@asma.org**

## BG Ronald D. Reed Has Died

Brigadier General Ronald D. Reed, USAF, BSC, died of cancer on April 20, 2005. On April 7, 2005, after more than 28 years of distinguished service he was medically retired and promoted to Brig. Gen. Unfortunately,



his illness permitted only a small private ceremony with his family, but he was presented with the retirement certificate, the Legion of Merit, and announcement of his promotion to Brigadier General. His courage through this long illness is an inspiration to

all of us and his legacy of leadership and academic excellence will help not only the U.S. Air Force, but AsMA and all who knew Dr. Reed, for years to come.

Ronald was born on November 11, 1948, in Caldwell, KS. He valued education highly, attending Oklahoma City University and completing a Ph.D. in Physiology at the University of California, Berkeley. He entered active duty in the U.S. Air Force in 1977. For 12 of his 28 years on active duty, he was the Presidential appointed Permanent Professor and Head of the Department of Biology at the United States Air Force Academy, Colorado, where he also developed and taught an advanced course on Space Biology and Exploration and previously taught Human Physiology to many of today's Air Force physician Air Force Academy graduates.

In his research career, Col. Reed has led Air Force research and development programs in laser protection, advanced life support and ejection seats, manned spaceflight, virtual world technology and cockpit automation, aircraft safety, the bioeffects of sonic booms, and environmental issues. As a teacher, he was key in developing and teaching the U.S. Air Force Academy's (USFA) Aerospace Physiology Course and originated the NASA and Stanford University collaborative Space Biology Course. One of his many honors included winning the USFA Outstanding Academic Education (OAE) award as a Captain in the Biology Department.

Brig. Gen. Reed also served as Chief, Life Sciences and Human Factors European Office of Aerospace Research and Development (EOARD). As such, he was the international science and technology ambassador who sought out and transferred foreign research to the Department of Defense. He returned to USAFA in 2002 to his post as Permanent Full Professor and Chair of the Biology department that the Gorman Report rated in the top two percent in the nation.

Ron Reed had been active in AsMA, the Aerospace Physiology Society, and the Life

Sciences and Biomedical Engineering Branch (LSBEB) since he was a graduate student in the mid-seventies. A past president of the LSBEB, Brig. Gen. Reed received the Ross McFarland Student Paper Award in 1978. He received their Professional Excellence award in 2002 for his career achievements in research, education, and linking these to the operational environment. He was a Fellow of AsMA and served on the Council and Executive Committee for many years, as a constituent representative and as a member at large. He attended the Council meeting last November. His long-time, active membership in the Scientific Program Committee, Chairmanship of the Resolutions Committee, and active memberships in several other committees and constituent groups complete a picture of long and dedicated service to the Aerospace Medical Association.

## NEWS OF MEMBERS

**CPT Gina E. Adam, USA**, of Natick, MA, formerly a Research Psychologist at the U.S. Army Aeromedical Research Laboratory at Fort Rucker in AL, has been transferred to the Military Performance Division at the U.S. Army Research Institute of Environmental Medicine, Natick, MA.

**CAPT Elwood W. Hopkins, III, MC, USNR**, of Coronado, CA, who was the Senior Medical Officer at the U.S. Naval Academy, Annapolis, MD, is now serving as Staff Neurologist, Naval Medical Center, San Diego, CA.

**CAPT Terrence Riley, MC, USN**, of Lee's Summit, MO, originally serving at the Mid-America Brain and Strokes Institute, St. Luke's Hospital, Kansas City, MO, is now the Chief of Service for Medical Subspecialties, Kansas City Veterans Administration Medical Center.

**Charles S. Tedder, M.D., M.P.H.**, of Goodyear, AZ, formerly the Chief of Aerospace Medicine, 4<sup>th</sup> Medical Group, Seymour Johnson AFB, NC, is now the Commander, 56<sup>th</sup> Aerospace Medicine Squadron, Luke AFB, AZ.

## New Members

Boyd, Kathleen K., R.N., Leonardtown, MD  
 Casse Stevens, Elizabeth A., M.S., Silver Spring, MD

Divers, Kevin S., Capt., USAF, BSC, Langley AFB, VA

Goodrich, Sandra L., R.N., Arlington, VA  
 Jacobs, Darren R., D.O., Mountville, PA  
 Keller, Kristin R., 1Lt., USAF, NC, APO, AE  
 Kip, Richard C., B.S., Rockville, MD  
 McLaughlin, Richard E., St. Johns, MI  
 Moore-Ritchie, Kasey, SSgt., USAF, Medical Lake, WA

Mortiere, Diane C., R.N., Fairfax, VA  
 Navinkov, Oleg L., M.D., Ph.D., League City, TX

Paniello, Randal C., M.D., St. Louis, MO

Patton, Robert S., CAPT, MC, USNR, Austin, TX

Rabin, Jeffrey C., OD, MS, Ph.D., San Antonio, TX

Ries, James P., B.S., Glendale, AZ

Schollnberger, Elle Marie, Ph.D., Rockville, MD

Sky, Joseph C., Capt., USAF, MC, San Antonio, TX

Stoessel, Ulrich, M.D., Zurich Airport, Switzerland

Sulit, Daryl J., LT, MC, USN, FS, Port Royal, SC

Thomas, Maria L., Ph.D., Columbia, MD

Topey, Bruce W., CDR, USPHS, Tampa, FL

Vitch, Michael L., CAPT, USPHS, NC, Silver Spring, MD

## International New Members

Best, Matthew S., B.Sc., Asby-de-la-Zouch, Leices., UK

Burke, Paul, MAJ, CF, MC, Winnipeg, MB, Canada

De Boeck, Thomas, Flt.Surg., CF, MC, Barne, ON, Canada

Kao, Raymond L. C., M.D., London, ON, Canada

Parkes, F. John, M.B., B.S., Melbourne, Vic., Australia

Teeuw, Robin, Zuid Holland, Netherlands

## Home Office Information

Phone: (703)739-2240

Fax: (703)739-9652 or  
 (703)739-9875

These are the phone extensions and e-mail addresses of your Home Office staff:

Russell Rayman, Exec. Dir.

Ext. 103; rrayman@asma.org

Jackie Carter, Admin. Assistant

Ext. 104; jcarter@asma.org

## Membership Department

Gloria Carter, Membership Dir.

Ext. 106; gcarter@asma.org

Sheryl Kildall, Assist. Membership

Ext. 107; skildall@asma.org

## Journal Department

Pamela Day, Managing Editor

Ext. 101; pday@asma.org

Rachel Trigg, Editorial Assistant

Ext. 102; rtrigg@asma.org

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