

THE LIGHTER SIDE

In keeping with our celebration of 100 years of powered flight and the history of aviation medicine, we would like to share the following amusing snippets. Ian C. Perry, M.B.,B.S., D.Av.Med, (ian@ianperry.com) is researching some aspects of the Royal Flying Corps. This is some of the material he has uncovered, and it is all true. Thank you Dr. Perry!

WW1 Royal Flying Corps "Monthly Safety Report," December 1917 Extracted from a recent *Daedalian Foundation Newsletter*.

Introduction

Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November, during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

Resume Of Accidents

1. Avoidable accidents this last month:

- a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.
- b. A BE2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer, who was signalling to the gunners.
- c. Another pilot in a BE2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.
- d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury due to an error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.
- e. While low-flying in a Shorthorn, the pilot crashed into the top deck of a horse-drawn bus near Stonehenge.
- f. A BE2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.

2. There were 29 unavoidable accidents from which the following are selected:

- a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.
- b. There were 16 BE2s and 9 Shorthorns that had complete engine failures, a marked improvement over November's fatigue.
- c. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

Cost of Accidents

Accidents during the last three months of 1917 cost 317 pounds, 10 shillings, sixpence; money down the drain and sufficient to buy new gaiters and spurs for each and every pilot and observer in the Service.

Accident Briefs

No.1 Brief:

No. 912 Squadron, 3 December 1917, Aircraft type B.E. 2C, No. XY 678, Total solo -- 4.0, Pilot Lt. J. Smyth-Worthington, Solo in type -- 1.10.

The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented manoeuvre, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines altitude, and by skillful manipulation of the flying wires successfully side-slipped into a nearby meadow.

Remarks: Although through inexperience this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation. R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief:

No. 847 Squadron, 19 December 1917, Aircraft type Spotter Balloon J17983, Total solo 107.00. Pilot Capt. D. Lavendar, Solo in type 32.10.

Captain Lavendar of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable manoeuvres, whilst rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his helmet.

Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day. Captain Lavendar has subsequently requested an exchange posting to the Patroville Alps, a well known mule unit of the Basques.

No. 3 Brief:

Summary of No. 43 Brief, dated October 1917. Major W. deKitkag-Watney's Nieuport Scout was extensively damaged when it failed to become airborne. The original Court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot. The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake ordered that the Court should be re-convened.

After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and therefore could not be held responsible for the accident. The Court wishes to take this opportunity to extend its congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

Flying Safety Tips

Horizontal turns:

To take a turn, the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Crash precautions:

Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine troubles.

Passengers should always use safety belts, as the pilot may start stunt without warning. Never release the belt while in the air, or when nosed down to land.

Engine noises:

Upon the detection of a knock, grind, rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.

Watch That First Step

The First Marine Air Wing had this write up in their Safety publication Wing Tips:

It was conceded by all that the pilot had accomplished a brilliant piece of work in landing his disabled machine without damage under the circumstances. It is not with intent to reflect less credit upon his airmanship, but it must be noted that he is a well experienced aviator with over 40 total hours in the air, embracing a wide variety of machines, and this was his seventh forced landing due to complete failure of the engine.

It was doubly unfortunate that upon alighting from his machine, he missed the catwalk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury. Some thought should be devoted to a means of identifying wing-traversing catwalks to assist aviators in disembarking from their various machines.

President's Page

November is traditionally a very busy month for AsMA and this past November was no exception. Perhaps most important to you were the Council and the Scientific Program Committee meetings. Among the highlights of the Council meeting was the approval of a revised version of an ethics code for the Association. Rather than describing it I encourage you to read it when it is published in the journal. Regarding our budget, the report of the finance committee indicates that our financial health is good. Much to our collective relief, our meeting in San Antonio was profitable. Dr. Weien, chair of the finance committee also reported that we have complied with the recommendations from the audit that was conducted last year. While our financial position is healthy, the decline evidenced in our membership this past year is of some concern. To remedy this, our membership committee is actively involved in ensuring that we retain our current members and also attract new members. Encourage those around you to join the Association.

Perhaps more exciting, and of more interest to our membership than budgets and even ethics was the submission of a position paper entitled "Aeromedical Regulation of Aviators Using Selective Serotonin Reuptake Inhibitors for Depressive Disorders." The paper was prepared by Drs. David R. Jones and Robert R. Ireland and supported by the Air Transport Medicine Committee. It has undergone several reviews and generated some spirited discussion among council members. The authors "...urge all certificatory and regulatory authorities to consider immediately instituting a policy granting waivers or special issuances to selected pilots or air traffic controllers whose depressive disorders have responded well to treatment with SSRIs, and in whom there is no evidence of cognitive impairment." The position paper was approved and will appear in the journal.

Another hot topic that has been generating substantial interest and not surprising, some controversy since its implementation in 1959, is the age 60 rule for U.S. air carrier pilots. A position paper, prepared by members of the Aviation Safety Committee was reviewed by council. The paper and position statements were approved and will appear in the journal.

Also discussed at the meeting was the association's website. Over the years it has become increasingly time consuming and difficult for the front office to modify and update our existing website. Given that the home office has no resident "web geeks," the executive committee reviewed three proposals for revising our website. UCD was selected as the company to review our requirements and develop the new website, one that would allow the home office staff to more readily update the site. We spent time during the meeting identifying some of the initial requests and requirements for the new website, including electronic registration and membership renewal (now available!), a new "hot item" page, support for the constituency needs, and other events. A more detailed process for gathering input from the membership to help define the requirements for the future website is currently ongoing. If you have any specific recommendations, please contact Ron Hoffman (Ron is as close to a "web geek" as we have and the new chair of the Communications Committee).

While boring to some, one of the more important topics that took place was an initial draft of the AsMA strategic plan, developed by the Executive Committee in September. The Council was asked to identify additional activities and mile-



David J. Schroeder, Ph.D.

stones to support the four main thrusts: Provide governance of the Association to maintain a sound financial structure and ensure continuity of the Association; Provide opportunities for education and promote research; Provide members opportunities for professional growth and development; and Represent the discipline of Aerospace Medicine to professional, commercial, and governmental organizations and advocate policies and standards. The major topics provide a general understanding of some of the planning activities, e.g., increase membership and develop a financial policies and procedures manual. Obviously, we welcome your input. I encourage each of you to become involved, these are important issues in maintaining the vitality and direction of our Association.

Following the council meeting, on Thursday we convened the annual meeting of the scientific program committee. Under the able direction of the chair, Dr. Carol Manning the committee members were presented with a record number of abstract 731, far exceeding the record of the previous year (520). Some 85 members of the Association volunteered their time to review the proposed panels and presentations. While there were a number of familiar faces at the review there were also several individuals who were reviewing abstracts for the first time. We also had 10 international members join us for the review. Despite concerns about the overwhelming number of submissions, Drs. Manning, Shappell (Deputy Chair), Woolbrink (Panels chair), and Myers (poster chair), with assistance from the review teams, were able to place the accepted abstracts, panels, and posters, in the available space for our annual meeting. The bad news is that the large number of submissions requires us to hold sessions at the nearby hotels in addition to the Egan Convention Center. However, the good news is that the hotels are only a few short blocks from the Egan.

The scientific program this year will fill the available time space and provide some of the more traditional sessions along with specialized sessions that address aspects of general aviation human factors. In addition, a session concerning the Columbia accident is planned as is one on knowledge management, one looking at aspects of operator trust in technology, and a session on international grand rounds. In support of our international audience we will also have German, French, and Spanish language sessions, while yet another session will focus on aerospace medicine in India. We should have something

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Medical News

Dinges to Deliver Armstrong Lecture

David F. Dinges, Ph.D., will deliver the 39th Annual Harry G. Armstrong Lecture, Thursday, May 6, 2004, during the upcoming 75th Annual AsMA Scientific Meeting in Anchorage, AK. His topic will be "Ensuring human behavioral capability at the frontiers of space and time."

Dr. Dinges is an internationally recognized expert on excessive sleepiness and fatigue in



relation to human performance; on sleep deprivation, disturbed sleep and circadian rhythms; on the effects of prolonged waking and shift work on human physiology, performance, health and safety; and on behavioral, physiological and technological countermeasures for the effects

of sleep deprivation. He is a tenured Professor of Psychology in Psychiatry, Director of the Unit for Experimental Psychiatry, Chief of the Division of Sleep and Chronobiology in the Department of Psychiatry, and Associate Director of the Center for Sleep and Respiratory Neurobiology at the University of Pennsylvania School of Medicine. He is a member of Penn's Institute of Neurological Sciences, and a member of the Graduate Group in the Department of Psychology, College of Arts and Sciences. He also holds an appointment as Adjunct Professor in the School of Biomedical Engineering, Science and Health Systems at Drexel University in Philadelphia, Pennsylvania.

During the past 25 years Professor Dinges has published the results of many experiments on the physiological and neurobehavioral effects of sleep deprivation, circadian rhythm disturbance, prolonged work demands, and social isolation, on cognitive, psychological, and biological functions in humans challenged to perform at high levels. He has had federal grant funding for his research for 25 consecutive years. Research currently being performed in his laboratory is supported by the National Institutes of Health; the Air Force Office of Scientific Research; the US Department of Transportation; the National Aeronautics and Space Administration; and the National Space Biomedical Research Institute. Professor Dinges is currently involved in research on ways to optimize human functioning during the prolonged confinement and isolation of exploration-class space flight. He currently leads the Neurobehavioral and Psychosocial Factors research team for the National Space Biomedical Research Institute, which is charged with developing scientifically-based countermeasures to prevent performance failure due to astronauts having problems adapting to the space environment as a result of neurobehavioral dysfunction. Professor Dinges

also performs research for NASA and NSBRI on optimal sleep timing (duration and circadian phase) for long-duration space flight. He works with groups at both NASA's Johnson Space Center and Ames Research Center regarding scientific approaches to optimizing high level human neurobehavioral functions in challenging environments, and he directs a center of research excellence for the Air Force Office of Scientific Research on countermeasures for jet lag and sleep deprivation.

Current research interests of Professor Dinges include the control of neurobehavioral functions by sleep and circadian processes; pharmacological and technological management of human performance capability; neuroendocrine and neuroimmune functions in relation to sleep and circadian rhythms; and mathematical modeling of cumulative changes in physiological and neurobehavioral functions with chronic sleep restriction at different circadian phases; and computer optical recognition (machine vision) for tracking human behavioral capability.

A member of numerous scientific societies, Professor Dinges has served as President of the Sleep Research Society, and on the Boards of Directors of the American Academy of Sleep Medicine and the National Sleep Foundation. He is currently President of the World Federation of Sleep Research Societies. The author of more than 350 publications, he has been the recipient of numerous awards for teaching and research, including two NASA Group Achievement Awards; the Senator Mark O. Hatfield Public Policy Award from the American Academy of Sleep Medicine; and a 2004 Decade of Behavior Research Award from the Federation of Behavioral, Psychological and Cognitive Sciences.

General Harry G. Armstrong was a pioneer in aviation medicine who left a legacy of education and teaching. He published a textbook which was considered for many years to be an authoritative work on aviation medicine. He was a fellow of the Aerospace Medical Association, served as chairman of a Specialty Board Committee, and was recognized by the Association with the Theodore C. Lyster Award. In 1951, he held the presidencies of both the Aerospace Medical Association and the Military Surgeons Association, a first. In 1965, the Association established the lecture that bears his name to honor him.

Proposed Change to the AsMA Bylaws

In accordance with Article XIII of the Bylaws of the Aerospace Medical Association, the following amendment is hereby published in anticipation of its consideration at the Annual Business Meeting to be held Tuesday, May 4, 2004, in Anchorage, AK. The current Bylaws are available on the AsMA website at: www.asma.org/bylaws03.pdf.

The proposed Bylaws change concerns the Chair of the Nominating Committee:

In ARTICLE IX, Section 3, Committees.

Under Nominating Committee, insert:
"The immediate past president shall serve as a member of the Nominating Committee for a one-year term, and shall become Chairperson of that committee the subsequent year" such that the entire section will read:

ARTICLE IX. COMMITTEES. SECTION 3. Standing Committees. N. Nominating Committee.

Elected officers and the elective members of the Council shall be nominated by a Nominating Committee made up of the five most recent living Past presidents of the Aerospace Medical Association. *The immediate past president shall serve as a member of the Nominating Committee for a one-year term, and shall become Chairperson of that Committee the subsequent year.* In the event the Chairperson of the Nominating Committee is unable or unwilling to discharge the associated responsibilities, the President shall appoint another Past President, aside from the immediate Past President, to assume the Chair. A Past President who is unable or unwilling to discharge the associated responsibilities shall be replaced by another Past President who will assume seniority of the person replaced and will be appointed by the President. The Nominating Committee shall meet at least annually in advance of the opening ceremony of the annual meeting. Each individual nominated shall have been approved by at least a simple majority vote of the Nominating Committee members present at their meeting. The report of the Nominating Committee shall be made orally and shall also be made available to members in writing at the opening ceremony of the annual meeting. Additional nominations, including name of the nominee and office for which nominated, may be offered from the floor at the annual business meeting, by any member, upon 3 hours advance written notice to the Executive Director. Such nominations must be accompanied by a petition of at least 50 names of accredited members of the Association and must be accepted by a two-third majority vote of members attending the annual business meeting, before the nominee can be a candidate in a vote for a named position.

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of interest for each of you. If the number of submissions is an indication of the overall level of interest in attending the meeting in May, you better reserve your room early to insure good accommodations.

One last item for those of you interested in aviation history. During the week of December 12, the Smithsonian Institute's National Air and Space Museum's Udvar-Hazy Center located in a 780,057 square foot building near Dulles airport in Virginia was dedicated. The FAA's exhibit on the past, present, and future of air traffic control is incorporated in a 164 foot tower that includes an observation area where you can view aircraft arriving and departing from Dulles. When you are in the Washington, D.C. area, this would make an excellent stop.

This Month in Aerospace Medicine History-- February 2004

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

Fifty Years Ago

Growth of the Association. "Few, if any, of the sixty physicians who met in Detroit in the fall of 1929 for the first meeting of the Aero Medical Association could have envisaged the remarkable growth of aviation during the next quarter of a century or predicted the important role of this society in the development and progress of aviation medicine... The Association itself has grown from a membership numbering considerably less than 100 to its present membership of 1,800. During the recent war the membership reached a temporary level of 3,000. It is noteworthy, however, that at the meeting in Boston, shortly before Pearl Harbor, the total membership was 330... In the wake of the fiftieth year of powered flight, the Association will fittingly observe its silver anniversary at its annual meeting in Washington, DC, March 29-31, 1954... The reunion of former presidents of the Association, who have been invited to serve as presiding chairmen of the meeting, and the pioneers who were at Detroit in 1929, together with the presence of leaders in aviation medicine from many foreign countries and the most prominent specialists in this country - all promise to make the Association's 25th anniversary a celebration not soon forgotten." (1)

Human factors. "Dr. Ross A. McFarland, Associate Professor of Industrial Hygiene at the Harvard School of Public Health, received a 1953 award by the Flight Safety Foundation at its Annual Award Dinner in San Bernardino, California, in December for his... book, *Human Factors in Air Transportation*, ... the most comprehensive reservoir of information on health and safety covering the aviation field... The work also reflects the enormous effort of the aviation industry to achieve safety." (7)

Stresses of flying. "1. The elementary principle that flying should be made as comfortable and as free from stress as possible should be observed. Research being carried out on instrument layout and equipment design should do much to help in this respect. 2. The provisions of recreational facilities at stop-over points on long routes is of importance and in particular, quiet, comfortable sleeping quarters should be provided. 3. It would be advantageous if air crews whose operational duties necessitate their spending long periods away from home were allowed adequate free time when not required for flying duties. 4. Group discussions, with either a carefully selected senior officer or at larger centers a consultant psychiatrist as group leader, should, where possible be a regular feature of squadron life. 5. Emotional difficulties play an important part in increasing the stress of flying, and it would serve a useful purpose to have the services of a consultant psychiatrist available to flyers wherever this is possible. 6. Men showing signs of impending breakdown, for example, increased irritability, frank anxiety or increased dependence on alcohol should be enabled to obtain psychiatric advice." (3)

Helicopter medical evacuation.

"Helicopter evacuation of the seriously wounded from the forward combat areas is a sound and feasible medical practice. It has

been battle tested in Korea and subjected to formal field testing within the zone of the interior. While current organizational structure and various helicopter models are still under evaluation, it is generally accepted that ambulance helicopters, under the control of the Army Medical Service, will contribute materially to the medical service of any future military operation.

"The advantages or capabilities of helicopter evacuation can be considered under the following five major headings.

"1. Speed in evacuation... 2. Flexibility of medical service... 3. Patient comfort... 4. Selective evacuation... 5. Economy... The helicopter ambulance is no panacea. Most limitations can be minimized if they are understood. The following are the principal limitations.

"1. Cost... 2. Maintenance requirements... 3. Sensitivity to weather and darkness... 4. Tactical integration... In selecting casualties for helicopter evacuation, consideration must be made of (1) the nature and severity of the casualty's condition, (2) the availability of helicopters for evacuation, (3) the number of casualties requiring expeditious evacuation, and (4) other means of evacuation available." (4)

Twenty-five Years Ago

Human head impact tolerance. "Human tolerance to head impact was assessed by correlating the force levels required to duplicate damage seen in 14 SPH-4 aviator helmets retrieved from U.S. Army helicopter crashes with resulting head injury. Head injury occurred at peak acceleration levels far below 400 G, which is the value currently used by the U.S. Army as the pass-fail criterion in evaluating the impact attenuation performance of prospective aircrew helmets. Concussive head injuries occurred below Severity Index values of 1500 and below Head Injury Criterion values of 1000. These are considered concussive threshold values by the National Operating Committee on Standards for Athletic Equipment and by the Department of Transportation, respectively. Because peak transmitted force was the best estimator of the Abbreviated Injury Scale values assigned to the 14 cases, it may be a more effective criterion to use in the evaluation of helmet impact attenuation performance than is peak G, Severity Index, or Head Injury Criterion." (8)

Air versus ground patient transport.

"Since the end of the Vietnam conflict, the technology of moving patients by helicopter has been applied to peacetime uses. There is doubt, however, that the helicopter has much to offer the patient when used as a routine and semi-emergency ambulance. This study reviewed 52 consecutive aeromedical evacuation requests which included both civilian and military patients. By comparing the patient's condition at both pickup, delivery and his subsequent course, it was determined that most patients would not have been unduly harmed by the slower methods of ground transfer. Only 33% of the patients were benefitted [sic] by rapid aeromedical transfer. Those patients benefitted [sic] can roughly be grouped as true surgical and medical emergencies. The use of the helicopter for routine transfers is to be discouraged." (6)

Space sickness. "Today it is impossible accurately to predict susceptibility to space sickness of crew members making their first transition into orbit, for want of a ground-

based validated model of free fall. Even assuming that space sickness is simply a specific designation for motion sickness that may be experienced in orbital flight (and here agreement is not general), preventive therapy poses difficult problems because, for *a priori* reasons, either all crew members or none should receive treatment. If all receive preventive therapy, everyone should execute head movements in a programmed manner to ensure rapid adaptation to the environment; at least a large minority will not benefit but rather will experience whatever sideeffects [sic] inevitably accompany administration of a drug. If none receive preventive therapy prelaunch, at least a large minority will pose two problems - treatment for acute motion sickness and rapid acquisition of adaptation. Trade-offs will involve the identification of long-acting antimotion sickness drugs for use prelaunch that will be efficacious for at least 90% of those going aloft for the first time and the effectiveness of combining rapid adaptation with treatment of motion sickness. The following report describes recent experiments dealing with these problems." (2)

[N.B.: One of the new members of The Association in 1979 is listed as "Allen J. Parmet, Capt., USAF, MC." (5)]

1. Editorial comment: The twenty-fifth anniversary meeting. *J Aviat Med* 1954; 25(1):1-2
2. Graybiel A. Prevention and treatment of space sickness in shuttle-orbiter missions. *Aviat Space Environ Med* 1979; 50(2):171-6.
3. McGrath SD, Wittkower ED, Cleghorn RA. Some observations on aircrew fatigue in the RCAF - Tokyo airlift. *J Aviat Med* 1954; 25(1):23-37.
4. Neel SH Jr. Medical considerations in helicopter evacuation. *Armed Forces Medical J* 1954; 5(Feb):2, 220-7.
5. News of members: New members. *Aviat Space Environ Med* 1979; 50(2):204.
6. Reddick EJ. Evaluation of the helicopter in aeromedical transfers. *Aviat Space Environ Med* 1979; 50(2):168-70.
7. Ross A. McFarland receives flight safety foundation award. *J Aviat Med* 1954; 25(1):4.
8. Slobodnik BA. SPH-4 helmet damage and head injury correlation. *Aviat Space Environ Med* 1979; 50(2):139-46.

Annual Meeting Features Online

You can **View Abstracts and Create Your Very Own Personalized Itinerary** using the COS Website. Just go to our website (www.AsMA.org), and then go to the Annual Meetings page and click on "Meeting Abstracts Online". You can also create a profile using the COS Workbench and search for funding for research and educational projects via the COS system. Check it out! Take advantage of this powerful tool!

You can also **register for the AsMA Meeting** online from the Annual Meetings page on the AsMA site.

In addition, there is information on how to create your slide or poster presentation and much more!

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The History of the Aerospace Physiology Society---Part III

By Donald C. Choisser, Colonel, USAF, BSC (Ret)

Annual Meetings

Each year, the AsPS meet in conjunction with AsMA. Activities include a certification examination, Planning Committee meetings, a social function in a local popular venue and a business luncheon. The luncheon involves the President's Welcome, recognition of officers, committees, the founding fathers and charter members, past presidents, new members and guests. Reports are given by the Treasurer, the Nominating Committee and Certification Committee, and Society awards are presented.

One of the high points of this gathering is the Smith W. Ames Memorial Lecture, sponsored by the David Clark Company, Inc. The guest speaker presents from his or her knowledge on subjects that range from physiological rigors and consequences of mountain climbing to adventures in space. The 2003 meeting was privileged to have Ms. Amy Ross, MSME, Space Project Engineer of the Johnson Space Center, NASA, delivering a lecture on "The Future of Space Suit Design - Suiting Up for Mars."

The Smith W. Ames Memorial Lectures are interesting and noteworthy for several reasons, of content, style and demonstration. In 1978 at the New Orleans Meeting, one of the proposed lecturers was Dr. Fred A Hitchcock, pioneer physiologist at Ohio State University. As a senior citizen, he flew a stagger-wing vintage Beachcraft airplane. Due to health reasons, he was unable to attend and another speaker presented on "Electronic Warfare Mechanisms Used in Operation Red Flag." The Society President at that time, Don Choisser, did a telephone interview with Dr. Hitchcock and taped it for presentation to the membership. Dr. Hitchcock provided words of greeting and inspiration to all that attended. And, when asked about his health, he responded in his own unique way by saying, "How do I feel? - Pretty good, considering most people my age are dead." This comment and his words of encouragement were exhilarating to the members and provided an appropriate finish to the luncheon.

The business luncheon also provides an opportunity for the Society members to enjoy fellowship with friends, recognize professional achievements and share the common interests in the field of aerospace physiology. In the past year our fellow members have participated in "Operation Iraqi Freedom" and we have witnessed the deep loss of several of our close colleagues in the shuttle Columbia disaster. Both events have left the members with renewed dedication to expand the envelope of the profession. In the words of the 2002-2003 President, Vince Musashe, Capt, USN, "The goal this year is to stress the three "R's" of renewal, relevance and recognition. We renew our old acquaintances with our fellow professionals. We see the relevance of what we do in the eyes of our distinguished Smith Ames Memorial Lecturer. In



1973, FIRST WILEY POST AWARD--The first recipient of the newly named award was Lt. Col. Donald C. Johnson, right, who was presented the award by Kay Benson, left, representing the sponsoring Phillips Petroleum Co., and by Lt. Col Giles Hall, USAF, Awards Chair.

recognition, we congratulate the newly certified Aerospace Physiologists and recognize our stellar performers through our Society Awards Program. To those who make all of this possible, our sponsors, and all who have contributed to the success over the past year, we extend our heartfelt thank you."

The annual award presentations are another distinguished portion of the luncheon meeting anticipated and enjoyed by all attendees, members and sponsors. The awards presented with their 2003 recipients were:

Wiley Post Award -- Lt Sean M. Lando
 Paul Bert Award -- James P. Webb, PhD
 Fred A. Hitchcock Award -- Col Kent E. Magnussen
 Presidents Award for Outstanding Service -- Col Mary F. Foley
 Excellence in Education Award -- Carol Heibl

As the 2003 business luncheon concluded during the AsMA meeting in San Antonio Texas, Capt. Vince Musashe, MSC, USN, turned over the AsPS gavel to the new President for 2003-2004, Capt. Donna Murdoch, MSC, USN.

Society Awards

A description of the Annual Society Awards is as follows. The previous winners are listed on the Society web site listed below.

Wiley Post Award For Operational Physiology. This award was established in 1969 and originally entitled the Paul Bert Award for Operational Physiology. In 1972, the Wiley Post Award took the place of the Paul Bert Award for Operational Physiology. The award is named in honor of the pioneer aviator, Wiley Post. It represents all crewmembers that have benefited from the efforts of operational aerospace physiologists. The award, consisting of a wall plaque, certificate and honorarium, is presented annually for exceptional service and achievements in operational physiology, including education and physiological support of USA, USAF, USN, FAA, NASA, and allied or civilian aircrews. The award and honorarium were sponsored by the Phillips Petroleum Company of Bartlesville, OK from 1973 to 1989, by the Aerospace Physiology Society in 1990 and by the Gentex Corporation of Carbondale, PA beginning in 1991. The 2003 recipient was Lt Sean M. Lando.

Paul Bert Award For Physiological Research. Established by the
 See *PHYSIOLOGY HISTORY*, p. 197.



1969, FIRST AWARDS--(Left) Dr. Smith W. Ames, left, President of AsPS, presented the first Paul Bert Award for outstanding research in aviation physiology to Dr. Richard Bancroft. (Right) CDR Elizabeth Reeves, USN, presents the first Paul Bert Award for operational physiology to Dr. Smith W. Ames. Both awards were first presented in 1969.



1972, FIRST HITCHCOCK AWARD--Dr. George H. Kydd received the Fred A. Hitchcock Award for excellence in aerospace physiology from Dr. Hitchcock. Looking on are Dr. Paul Webb, left, Awards Chair, and Dr. Edwin Hiatt, right, President.

PHYSIOLOGY HISTORY, from p. 196.

Aerospace Physiology Society in 1969, the award is named in honor of the famous French physiologist and "Father of Pressure Physiology." The award is presented annually for outstanding research contributions in the field of aerospace physiology. The award consists of a wall plaque, a certificate and an honorarium. Since 1973, the Sierra Engineering Company of Sierra Madre, CA has sponsored the award and honorarium. In 1978, Sierra Engineering Company merged with Scott Aviation of Lancaster, NY. In 2002, N.T.I., Inc. became the newest sponsor of the award. The 2003 recipient was James P. Webb, PhD.

Fred A Hitchcock Award For Excellence in Aerospace Physiology. Established in 1972 by the Aerospace Physiology Society, the award is named in honor of the exemplary physiologist and co-translator of Paul Bert's classic work Barometric Pressure. The award is presented annually for excellence in either operational physiology or physiological research. The award consists of a certificate, an honorarium and a copy of Barometric Pressure. International ATMO, Inc. sponsors the award and honorarium. The 2003 recipient was Col Kent E. Magnussen.

Excellence in Education Award. The Excellence in Education Award is a presentation and monetary award to a science teacher in the city hosting the AsMA Scientific Meeting rewarding excellence in teaching and promoting the sciences. The 2003 recipient was Carol Heibl of San Antonio, Texas.

Acknowledgments

Several inputs for this article are testimony that joint and combined military aerospace physiology endeavors of the members are very successful. Aerospace Physiologists have developed unique working and professional relationships that have been synergistic for the Department of Defense, industry and academia. They have added value to the aerospace physiology corporate knowledge, Society functions and a zest for

life are present within the profession.

Current information on the Aerospace Physiologist Society can be followed monthly in the ASEM Journal on the Aerospace Physiology Report and obtained from their web site: www.aspsociety.org. The web displays material on the Society's objectives and purpose, membership, officers, committees, events (including the Smith W. Ames Memorial Lecture and speakers), awards and certification.

There have been several informational contributions for this article. Persons who deserve specific thanks for their special and significant contributions of information and resources for this article include: Charlie Anderson, Bill Little, Timothy J. Byrne, Charles J. Curry, Richard D. Heimbach, Kent E. Magnusson, Donna M. Murdoch, Richard J. Jehue, Harold T. Pheeny, Susan E. Richardson, Robert M. Shaffstall, Paul J. Sheffield, Richard B. Trumbo, James T. Webb, Wilbur T. "Tom" Workman and the staff of International ATMO, Inc. From the beginning, the prime mover and inspiration for the Air Force Aerospace Physiology Program following WWII was the former Air Force Surgeon General, Lt. Gen. Alonzo A. Towner, now deceased. He and his successors, such as Lt. Gen. George E. Schafer, deserve more than special mention for their leadership.

It is fitting that we acknowledge the oldest living members of the Aerospace Physiology Society. Col. Harold Lou Bitter, USAF(Ret.), was a researcher and manager who was educated at Johns Hopkins University, the University of Maryland, and received his PhD in 1958 at the University of Rochester under H. Rahn and E. Shaw. His work included primate studies on the Sub-gravity State during parabolic flight, and ranged through research and development management at the School of Aerospace Medicine in the mid-1960s when he was head of the Pharmacology and Biochemistry Branch. He retired in San Antonio in 1973 and is in good health. In his 85th year, he walks 80 minutes a day, 7 days a week, stays quite active playing golf at least once a week and has a blood pressure of 125/65 of which we are all envious. We wish him the very best for a long, healthful, happy future.

Capt. Walter L. E. Goldenrath, USN, served as a line officer during World War II, returning to U.C. Berkeley to finish his PhD after the war. He was recalled to active duty as MSC and stationed at the School of Aviation Medicine in Pensacola, FL. In 1955, he was stationed at NAS North Island, CA, working with pressure suits (PS). The author was one of his Pressure Suit students in 1960 during the Pressure Suit evaluations for Project Mercury. Following North Island, Walt went to the University of Southern California to work with Dr. Patrick Meehan on instrumentation of the first chimpanzee in space, HAM. He later served at Miramar NAS, and later as Director of ACEL Labs in Philadelphia and then at NASA AMES Research Center, CA. Capt. Goldenrath retired in 1975, plays some golf, says he is in reasonably good health at the age of 85, and likes to hear from old (and not so old) shipmates. We wish him smooth sailing and continued good health in Palo Alto, CA.

Conclusion

The Aerospace Physiology Society members of today, given the energy and spirit, have a marvelous opportunity for advanced and experiential education, growth, unique performance and a broad variety of interactions that are rewarding and a patriotic challenge.

All photos republished from Aviation, Space and Environmental Medicine, 1979; 50:498-501.

Aerospace Physiology Society New Membership Drive

For Several years now, the Aerospace Medical Association (AsMA) has been offering a "2 for 1" sale for new memberships. To qualify, you must have never been a previous member of AsMA, and you must join during the Annual meeting. In keeping with the spirit of membership in professional organizations, the Aerospace Physiology Society (AsPS) is also conducting a membership drive.

Part of that drive for 2003/04 is a special dues offering. New members who join the AsPS after 1 January 2004 will receive 2 years credit for dues at the initial membership price of \$10.00. We also encourage our senior leaders in civilian and military physiology organizations to promote AsPS membership to their peers and subordinates. The

qualifications for membership in the Aerospace Physiology Society are:

"Member in good standing in AsMA..

"Demonstration of genuine interest in Aerospace Physiology consistent with the objectives and purpose of the AsPS.

"Annual Dues: \$10.00 US.

If you are eligible and would like to join AsPS, please request a membership brochure from the AsPS Treasurer / Membership Chairman at the address below. E-mail requests can be sent to her at:

Brenda.Crook@holloman.af.mil. An e-mail attachment will be returned, which can be completed and then mailed with initial dues payment to:

Treasurer
Aerospace Physiology Society

c/o Brenda Crook
3824 Trawood Drive
Alamogordo, NM 88310

Aerospace Physiology Society Objectives and Purpose

"To encourage, promote, and advance the science and practice of aerospace physiology and other scientific disciplines;

"Stimulating and accomplishing physiological investigation; studying and disseminating pertinent information through teaching and participation in scientific and technical meetings;

"Increasing the professional stature of Aerospace Physiologist and associated disciplines within AsMA.;

"Providing a single unified voice within
See AsPS, p. 198.

AsPS, from p. 197

AsMA to present the views of the Society.

AsPS Events Held During the AsMA

**Annual Scientific Meeting
Education and Training Day**

Sponsored or co-sponsored scientific session on a subject pertinent to aerospace physiologists.

Annual Society Evening Social Event

Luncheon and Business Meeting Activities:
SMITH W. AMES MEMORIAL LECTURE.

Established in 1982 and named in honor of a former president of the society.

Presented at the annual Society luncheon and business meeting.

Presentation of the Society's Annual Awards: See previous article.

Information Sharing During the Year:

Articles and announcements are periodically published as the Aerospace Physiology Report in the journal Aviation, Space and Environmental Medicine. Additional information is mailed directly to members during the year.

Certification in Aerospace Physiology

AsMA has offered certification in Aerospace Physiology since 1977.

The objectives of the certification program are to:

"Encourage the study, improve the practice, and elevate the standards of excellence in Aerospace Physiology.

"Promote the professional stature of the Aerospace Physiology Society within AsMA.

"Provide an avenue for professional and peer recognition.

"Serve as a goal which members can strive to attain through dedication, self-study, and personal contributions to AsMA and the Aerospace Physiology Society.

Current AsPS Officers are:

President: CAPT Donna Murdoch, USN, Naval Aerospace Medical Research Laboratory, NAS Pensacola, FL (850) 452-3286 or dsn 922-3286; co@namrl.navy.mil.

President-elect: CDR Gail Hathaway, USN, Bureau of Medicine and Surgery Washington, DC (202) 762-3456 or dsn 762-3456.

Immediate Past President: CAPT Vince Musashe, USN, Bureau of Medicine and Surgery, (202) 762-3461 or dsn 762-3461.

I WANT YOU!

Our membership has been flat at about 3,300 for the past 5 years. We now want to increase our rolls. I WANT YOU to get a new member for AsMA sometime during the next 6-12 months. Ask a colleague in your institution or workplace and consider giving an AsMA membership as a gift to a deserving colleague. Let's all get behind this and surge. I will keep you posted on how we are doing. Thank you.

Clinical Aviation Medicine

This is a reminder that the book "Clinical Aviation Medicine" which was donated to AsMA by the authors (Rayman, Hastings, Kruyer, and Levy) is available free of charge (a \$110 value) to new AsMA members only through 2004. Please recruit a new AsMA member soon, before this offer expires.

Russell B. Rayman, M.D.
Executive Director

Secretary: Capt Julia Sundstrom, USAF,

USUHS, Bethesda, MD (301) 319-6988.

Treasurer: MAJ Brenda Crook, USAF, 49

ADOX/SSGT, Holloman, AFB NM.

Consider joining our organization and be enriched by the experiences they will hold for you - receive academic updates, develop a rapport with our international and inter-service counterparts, initiate opportunities to exchange ideas and develop contacts in related fields or disciplines, and especially enjoy our evening gatherings. The AsPS is renowned for the "big event" each year - we always sell out!

Visit the Aerospace Physiology Society web page at: <http://www.aspsociety.org/>
Hope to see you in Anchorage in May 2004 and at future meetings beyond.

In Memoriam Richard Millington

Richard A. Millington, Capt., USN (Ret.), died November 28, 2003. He attended college



at Pomona College in Claremont, CA, and graduated from the University of Iowa College of Medicine in 1956. He then became a flight surgeon in the Navy in 1958. He joined the staff at the Naval School of Aviation Medicine, serving as Head of the Aviation

Physical Examination Division until 1960.

After completing an M.S. program in radiation biology at the University of Rochester, he served as Force Medical Officer of the Commander, Naval Support Force, Antarctica. He was part of a team that flew from Cape Town, South Africa, to McMurdo Station, Antarctica, a world record first, earning him the distinction of having a glacier named after him.

He also served as the medical flight controller on three Gemini manned space missions, was the senior Medical Officer aboard USS Enterprise (CVN 65), was Medical Director of Physicians Assistant and Advanced Hospital Corps School at the Naval School of Health Sciences in San Diego, CA, and was Force Medical Officer, Pacific Fleet. He became Commanding Officer of the Naval Aerospace Medical Institute in August 1985, a position he held until he retired.

He was a diplomat of the American Board of Preventive Medicine, a fellow of the Aerospace Board of Preventive Medicine, and a past president of the Society of Naval Flight Surgeons, as well as holding an appointment

AsMA Future Meetings

May 2-7, 2004

Egan Convention Center
Anchorage, AK

May 9-12, 2005

Kansas City, MO
Hyatt Regency Crown Center

May 14-18, 2006

Caribe Royale Hotel
Orlando, FL

as an associate clinical professor at George Washington College of Medicine.

MEETINGS CALENDAR

February 17-20, 2004, Galveston, TX.

The University of Texas Medical Branch, Department of Preventive Medicine Residency and the U.S. Army School of Aviation Medicine will host "Pushing the Envelope V--Medicine in Challenging Environments", at the Moody Gardens Hotel in Galveston. For information see the website at www.utmb.edu/pte.

February 18-22, 2004, Orlando, FL. The American College of Preventive Medicine (ACPM) presents Preventive Medicine 2004. Caribe Royal Suites and Villas. Info: www.preventivemedicine2004.org; or Ginger Walters, ACPM Education Manager, (202) 466-2044, ext. 111.

March 22-25, 2004, Daytona Beach, FL. Human Performance, Situation Awareness, and Automation Technology Conference II. Info: Dennis A. Vincenzi: (386)226-7035; dennis.vincenzi@erau.edu; <http://faculty.erau.edu/vincenzd/hpsaa>.

May 25-26, 2004, Sydney, Australia. Workshop on Remote Management of Mild DCI. Info: Undersea and Hyperbaric Medical Society (UHMS): (301) 942-2980; email: uhms@uhms.org; websites: www.uhms.org or www.iceaustralia.com/uhms2004/.



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 **MONASH University**

WING NEWS & NOTES

Send information for publication on this page

to: **Dale Orford**
15516 E Acacia Way,
Fountain Hills, AZ 85268
480-837-7919; dorford@cox.net

Mary's Message

*"If music be the food of love-play on."
Twelfth Night, William Shakespeare.*

Should I need inspiration about all things LOVE, I need only put on a record of Nat King Cole-and so in the background I hear "When I fall in love". The first long-playing record I bought was at the age of 15 and it was by him. I sold all my 78's to get it!

St. Valentine's Day will be upon us soon and we tend to think of a partner at this time, as long as you are not thinking about a night in Chicago, the theme of this works!!

However if "chocolate be the food of love"-you will get fat! I am fortunate in that I have a strong dislike of this sweet meat and therefore wonder why I continue to blossom forth.

Talking of chocolate, if you plan to be in Anchorage do take the tour to the Heritage Centre /the Sourdough Company where you will be surrounded by the smells of all things choccy and actually see mountains of it in a "waterfall".

The date today is 7th December and we are enjoying perfect weather. Bright blue skies and cool, but we could sit out if we chose to; we can't because we have already stored the garden furniture for the year.

I don't believe that I have yet mentioned our two new "boys". They go by the names of Winston Spencer (Spence) and Stanley Livingstone (Slip). Two ginger kittens who are now 7 months old and minus their "pockets". Always difficult for an ornithologist who awaits a cull of his feathered friends as the "boys" get older!! I was asked recently if they were child substitutes-"No" I replied, "they are cats"!!

Where was I? Ah yes--all things love. As the song goes "Love is all around every sight and every sound"

So--- I love my husband, I love my home, I love my cats, I love my friends, I love beautiful days, I love smells that evoke special places and music that reminds me of former times "A Certain Smile" (Johnnie Mathis) and a mispent youth.

I do hope that everyone who has taken the time to read this remembers that love is indeed all around us and not just on St Valentine's Day.

Special thoughts on anything (that we can publish?) Send to Dale at dorford@cox.net or to Shannon for the Website at babydollandjammer@msn.com

Alaska, Here We Come

By Susan Bassick

Wheels down at Anchorage International Airport, and I checked off my official arrival in my last of all of our 50 United States. By the time I had retired from United Airlines as a Flight Attendant, I had traveled to most of our states. As a member of Clipped Wings, I had come to Anchorage to volunteer for the International Special Olympic Winter Games in March of 2000. Clipped Wings is an organi-

zation of current and (mostly) former United Airlines Flight Attendants representing chapters around the United States. The name is a throw back to the days when wings were "clipped" (no more flying) when a woman married, reached the cutoff age, or simply stopped flying. Many members of Clipped Wings volunteer at the Special Olympics every 2 years - summer and winter games. In addition to working at the different sports venues, our primary responsibility is to host a reception for the athletes and their parents.

My stay in Anchorage at that time was busy, but I do remember many highlights from the trip - the absolutely beautiful scenery, the city surrounded by mountains, the friendly people, the Iditarod Race, the wildlife (moose and elk) not far from the city, clean air, magnificent sunsets, and delicious fish dinners. Anchorage is a modern city, yet there is still a feeling of the rugged frontier town. It is a place I have wanted to return to ever since. How fortunate we are to be traveling to Anchorage this May for our AsMA meeting. Jack and I hope to take every opportunity to see the area. There is so much to see. Denali National Park, with Mt. McKinley--the highest peak in North America--looming and calling to us, is north of Anchorage approximately an hour. McKinley can be seen from Anchorage on a clear day. With water all around, there are glacier and wildlife cruises and tours. And maybe even a bit of gold panning for the ambitious. Take a ride just outside the city and you will see wildlife and rugged coastline, so commanding against the backdrop of forest. Just think, by May and at that latitude, we will have many hours of daylight for outdoor activities. We are looking forward to our trip, and to seeing all of you - our very special AsMA friends.

Meet Jenifer Faulkner -- Our New Treasurer, Co-Chair for the Anchorage Luncheon, and All-around Super-Mom!

When I first asked Jenifer to tell me a little about herself for this article, she was pregnant and on bed rest, expecting the imminent birth of triplets. I really didn't expect to hear from her until sometime much, much later (perhaps in 2010!!!), but in her typical efficient style, there was her e-mail to me a mere two weeks after giving birth! I thought that you would all like to get to know her a little better.



ANCHORAGE SKYLINE

Jenifer was born in Brooklyn and grew up in Huntington, NY, on Long Island, and after graduating from college, progressively made her way down the East Coast to North Carolina, where she met Tom. They soon set off for Atlanta, GA, where they currently make their home. With Tom's job at Delta, the Faulkners have found themselves travelling to some very interesting spots. Says, Jenifer, "I loved our trip to Geneva, Switzerland. I had been a student there, and loved the opportunity to show Tom around the town. Our first trip from Rio to Sao Paulo, Brazil, will always be memorable. The captain of the plane married our friends as we circled Sao Paulo. It was such a moving ceremony. The captain asked if they had their financial sheet together, then asked their names, and asked the "I do's", and pronounced them man and wife. The whole thing took about one minute! The captain went back to the cockpit and made an announcement asking everyone to congratulate the happy couple."

Although Jenifer has a Master of Health-care Administration, she has set her career on hold for the moment, and has accepted a position as a financial analyst for World Airways, in order to start her family. And what an amazing start! Two days after their sixth wedding anniversary, and after 14 weeks on bed rest, Jenifer gave birth to Abby, Keely, and Ray. Born at 34 weeks, which is term for triplets, they were all small, but healthy. Says Jenifer, "Having the triplets has been a life changing experience in many ways. Tom and I are closer now than we have ever been, and our little ones captivate us. The most amazing surprise has been the overwhelming support we have received - not only from close friends and family, but also from people we scarcely know, and from distant family. People's kindness and generosity have touched us in ways that we could not have anticipated."

Although Jenifer is relatively new to the Wing, she has jumped in with both feet, accepting the position as treasurer for the coming year, and as co-chair for the luncheon in Anchorage. She says, "I have met such wonderful women through the Wing and look forward to becoming a more active member in the future." And we look forward to seeing lots of photos of the new little Faulkners when we all meet in Alaska in May.

Join the Wing!

The Wing of the Aerospace Medical Association was formed in 1952. Each year at the scientific meeting, AsMA spouses meet new friends from every corner of the world, sharing in the many cultural experiences and educational opportunities of the host city. Dues are \$20 per year. For further information, contact: Judy Waring, 4127 Kenyon St., Seattle, WA 98136; (206) 933-0884; judywarig@comcast.net

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

Adrian B. Baker, MBChB, MSc, MFOM, DavMED, MRAeS, Cornwall, UK, was recently appointed as principal Medical Officer at the Royal Naval Air Station, Culdrose, Cornwall, UK, after completing specialist training in occupational medicine. Prior to this appointment, he served as Specialist Registrar at the Institute of Naval Medicine in Alverstoke, UK. He was awarded an MSc in Occupational Health in June 2003 and was admitted to the membership of the Faculty of Occupational Medicine in July 2003.

Ulf Balldin, M.D., Ph.D., Dr.h.c., Senior Scientist, Wyle Laboratories at Air Force Research Laboratory, Brooks City-Base, TX, received the Air Marshal Subroto Mukherjee Memorial Oration Medal from Lt. Gen. B. N. Shahi, Director General of the Indian Armed Forces Medical Services at the inaugural session of the Indian Society of Aerospace Medicine 44th Annual Conference in Bangalore, India, in November. The topic for his presentation was "How important is scientific research and testing of life support equipment for high performance aircraft?" After 2 years as President of the International Academy of Aviation and Space Medicine, Dr. Balldin handed over the presidential neck chain to the next President of the Academy, Dr. Eric Donaldson of Australia at the International Congress of Aviation and Space Medicine in Spain in October. Dr. Balldin is currently President of Life Sciences and Biomedical Engineering Branch of AsMA. During 2002-03, Dr. Balldin has contributed as first author or as co-author of 10 articles of original research in the *Aviation, Space, and Environmental Medicine* journal.

New Members

Clifford, Mary Kay, Lansing, MI
 Cressler, Dana, Capt., USAF, MC, APO AP
 Haluska, Frank, Maj., USAFR, MC, Wayland, MA
 Horne, Stefanie K., Capt., USAF, MC, San Antonio, TX
 Kahrs, Greg, Lt. Col., USAF, MC, Brooks City-Base, TX
 Klein, Steven, M.D., Marietta, GA
 Lamb, Steven T., M.D., Universal City, TX
 Malan, Matthew M., M.D., Portales, NM
 Marquez, Obadias, Capt., USAFR, MC, Minocqua, WI
 Matsumoto, Akiko, M.D., Ph.D., Beavercreek,

3650th Basic Military Training Wing Reunion

There will be a reunion of the 3650th Basic Military Training Wing in 2004. Members of the 3650th Basic Military Training Wing, Permanent Party, Womens Air Force (WAFs), Basic Trainees, and Special Training School Personnel from 1950-1956 can contact Chip Phillips at P.O. Box 331, Williamsville, NY, 14231-0333 or at Chip34@aol.com for more information.

OH
 McAlpine, Kathie E., M.D., M.S., MPH, Evergreen, CO
 Mihoan, Kirk A., Maj., USAF, MC, San Antonio, TX
 Moore, Thomas J., M.D., N. Little Rock, AR
 Mulagha, Eneya, M.D., Fredericksburg, VA
 Nugent, Paul J., D.O., Cincinnati, OH
 Okagaki, Daniel Y., MPH, Arlington, VA
 Owens, Tremikae R., Capt., USAF, MC, Sherwood, AZ
 Palop, Rey R., M.D., Lancaster, CA
 Plocek, Paul W., Maj., USAF, MC, USAF Academy, CO
 Reich, Teresa Morrell, M.D., Indianapolis, IN

Sambell, Drew C., Capt., USAFR, MC, Waxahachie, TX
 Sourbeer, Jay C., Capt., USN, MC, McLean, VA
 Westfall, Lorna A., Lt. Col., USAF, MC
 White, Donald J., Lt. Col., USAF, BSC, Delmar, MD
 Wolf, Thomas W., M.D., Tucson, AZ
 Wood, Bret J., Capt., USAF, MC, Dewitt, NY
International New Members
 LaForce, Paul C., M.D., Greenwood, Canada
 Liew, Michele, MBBS, Cantau Island, Hong Kong
 Pretiner, Claude G., Gen., Wellington, New Zealand
 Symons, Roy C., MBBS, Berkshire, UK

CLASSIFIED ADS

POSITIONS AVAILABLE

RESEARCH FELLOW, Endocrinology, Hypertension, and Diabetes Division, Dept. of Medicine, Brigham and Women's Hospital, Harvard School of Medicine-- Research Fellow position is available for participation in human physiologic studies, evaluating cardiovascular and hormonal effects of simulated microgravity. Anticipated start date is June, 2004. Interested applications (MD required) should submit curriculum vitae and three letters of reference to Professor Gordon H. Williams, M.D., Endocrinology, Hypertension, and Diabetes Division, Brigham and Women's Hospital, 221 Longwood Ave., Boston, MA 02115; mgrenon@partners.org.

WORKSHOP ON REMOTE MANAGEMENT OF MILD DCI--MAY 25, 26, 2004, SYDNEY, AUSTRALIA. The management of DCI in remote locations where hyperbaric facilities are not available is complicated by the need for costly and logistically demanding evacuations. There is a growing body of expert opinion that mild or marginal cases may be as well served by local treatment with surface oxygen, fluids, and drugs followed by non-emergent evacuation. These issues will be discussed during this UHMS Workshop by a body of experts with the objective of developing consensus guidelines for managing mild DCI in remote locations. Co-chairs Drs. Simon Mitchell and Richard Vann. Co-editors Dr. David Doolette and Chris Wachholz, R.N. Continuing Medical Education Units have been applied for in the U. S. and Australia. Attendance fees for the two-day workshop is AUS \$350. For further information, contact the Undersea and Hyperbaric Medical Society (UHMS): Phone +301-942-2980; e-mail uhms@uhms.org; www.uhms.org or www.iceaustralia.com/uhms2004/.

OCCUPATIONAL MEDICINE PHYSICIAN--

The Department of Preventive Medicine and Community Health at the University of Texas Medical Branch (UTMB) in Galveston, Texas, is seeking an occupational medicine physician for the position of Assistant Professor in the non-tenure track. Excellent opportunity to join a growing clinical service line the UTMB Occupational Medicine Clinic. Will manage and deliver direct patient care including physical examinations, exposure evaluations, drug testing services, injury care and follow-up, and disability evaluations. Majority of time will be spent providing patient care with some administrative and business development activities. Candidates should be board certified in OM or Family Medicine with OM training. Must have OM and WCI experience. Must hold a current unrestricted Texas medical license and DEA and DPS controlled substances certifications. MRO and IME certification preferred. Bilingual Spanish preferred. Interested individuals should send detailed curriculum vitae, along with 3 references, to: Richard Jennings, M.D., Director, Clinical Preventive Medicine, Preventive Medicine and Community Health, University of Texas Medical Branch, 301 University Blvd., Galveston, TX 77555-1150. UTMB is an equal opportunity, affirmative action institution which proudly values diversity. Candidates of all backgrounds are encouraged to apply.

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