

C.A.M.I. Civil Aero Medical Institute, Oklahoma City, Oklahoma

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The Civil Aero Medical Institute, at Oklahoma City is a F.A.A. facility that has many important facets. It houses airmen's medical records for the F.A.A. It houses the F.A.A. laboratory that conducts toxicological examinations post accident. It may house the best aero medical library in the country.

C.A.M.I. personnel train all F.A.A. designated physicians as Aviation Medical Examiners. These doctors are those allowed to administer F.A.A. physical examinations to airmen. The A.M.E. is not a F.A.A. employee, but an independent licensee with designated powers and responsibilities. There are approximately 7,000 such physicians, most are in the United States. All of these examiners are physicians, and some carry with them other specialty skills such as military flight surgeon designations and myriads of medical certifications and board specialties.

C.A.M.I. is routinely asked to participate in accident investigations. The original request comes through the N.T.S.B. and is forwarded to the F.A.A. and thence to C.A.M.I. It is routine that blood and urine work is forwarded to them. When asked to participate in an accident investigation C.A.M.I. the scope of their investigation and participation may include:

- A. Human Factors.
- B. Survivability.
- C. Crashworthiness.
- d. Airmen's records. (medical)
- e. Toxicology.

It is not always possible to send an investigator from C.A.M.I. and from time to time it is usual that a local A.M.E. with specialist capabilities may be asked to participate. Just as the F.A.A. has two roles in aircraft accident investigation - to act as a participant with the N.T.S.B. and to act in a punitive aspect with F.A.R. violations. So too does C.A.M.I. have two mandated roles in an investigation - that of acting within the scope of the invitation of the N.T.S.B. to participate and in its own mandate to conduct aero medical research. This mandate is found in the AVIATION SAFETY RESEARCH ACT of 1988.

C.A.M.I. may investigate and research areas in human factors, psychological aspects, medical aspects and crashworthiness that run a large gamut of the total investigation. Their investigations may include but not be limited to :

1. Toxicology .
2. Airmen medical records.
3. Human factors engineering.
4. Design induced pilot error.
5. Cockpit Resource Management.
6. Air crewman health.
7. Air crewmen incapacitation or death.
8. Psychological autopsies.
9. Survivability determinations, such as G forces.
10. Restraint systems.
11. Egress performance (doors, hatches, slides etc.)
12. Emergency lighting.
13. Fire spread.
14. Toxic gasses.

15. Oxygen systems.

The truth of the matter is that C.A.M.I. is not invited often enough nor are they equipped to handle the many accidents, so it is most usual to find that the general aviation accident is insufficiently investigated from the human factors and crashworthiness aspect. The attorney's investigator and the attorney should not surmise that since the N.T.S.B. investigation is devoid of such C.A.M.I. crashworthiness information that crashworthiness and survivability is not a potential issue. It is far more likely that C.A.M.I. and the N.T.S.B. simply did not investigate those aspects.