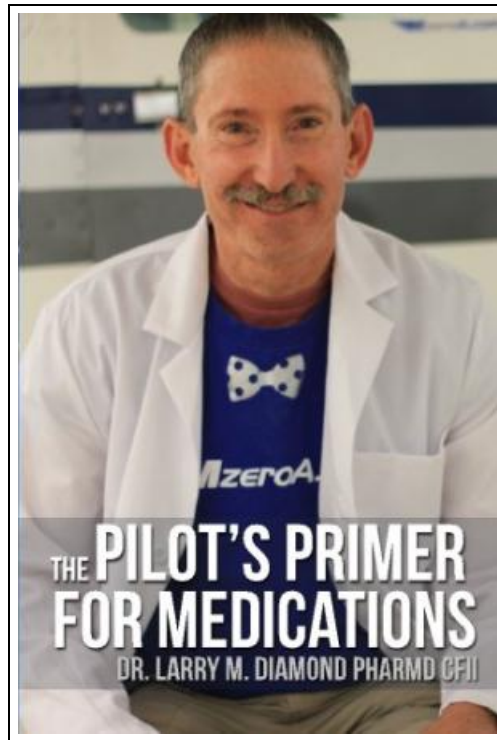


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THE PILOTS PRIMER FOR MEDICATIONS



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MzeroA.com. Paperback. Condition: New. 150 pages. Dimensions: 9.0in. x 6.0in. x 0.3in. Forward By Rod Machado CFII - Anyone who has earned a pilot certificate is intimately familiar with the cost of that endeavor. You invest your time and money large blocks of daylight hours spread out over many months and literally thousands of dollars to earn the privilege of taking a flying machine into the air. Your watch and wallet, however, say nothing about the blood, sweat, and tears involved in this enterprise. You had to overcome frustration, confusion, and self-doubt as you learned to move a piston-powered conveyance safely from one airport to the next. Congratulations to you! Yours is a magnificent accomplishment. Now hear this. Everything that you earned and learned can be taken away from you instantly by putting the wrong little pill in your mouth. That's right. Take an unapproved medication (one that's not sanctioned by the FAA), and your friendly aviation medical examiner (AME) suddenly becomes the repo man. As a representative of the FAA, the good doctor is obliged to repossess (so to speak) your medical certification to act as pilot in command because you no longer meet the FAA's standards. Sure, you might eventually reclaim your medical certificate, but not without further investment of your time and money. There may be a pain pill big enough to assuage the headache this causes, but there's no way to swallow it. In an ideal world, this wouldn't matter much. Your AME would tell you to go back to your physician, have him or her prescribe a drug that's approved by the FAA, then return to pick up your medical certificate. No muss, no fuss, no extensive and expensive FAA involvement. Unfortunately, the only place on earth where this commonsense approach could happen is in Fantasyland at the...



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