

Copied for Dr. Sawyer

April 30, 1935

Captain C. W. Dingman
Station Dispensary
Wright Field
Dayton, Ohio

Dear Captain Dingman:

In as much as I have written to you previously about Mr. [REDACTED] and since my associate Dr. Schradin has seen and talked with you about him, it seems scarcely necessary for me to make any further comments. The purpose of this letter, therefore, is to report on the analyses of urine and blood which have been completed. The blood sample showed .07 mgs. of lead per 100 grams, while the urine gave a figure of 0.07 + both by chemical and spectrographic methods of analyses. These findings are within the limits for normal individuals and can not be regarded as indicative of a recent significant exposure to lead compounds.

I have written to Dr. Wischbein and have expressed my point of view as to the insignificance of this man's exposure. At the same time I have stated to him that I do not regard it as good technique to employ leaded gasoline for cleaning purposes not so much because I consider it dangerous in any measureable degree, but rather because it introduces a question of danger at a point where no advantage can be gained by any risk. I think it is of some consequence, especially in connection with aviation fuels, to see that they are used only as fuels. There is every likelihood, I think, that from time to time somewhat higher concentrations of tetraethyl lead will be introduced into aviation gasoline than are permissible or will ever be permissible in automobile gasolines. The problem of the exhaust gases which has been investigated only with relation to the maximal concentration of 3 ccs. of lead per gallon of gasoline, is not a serious one in the case of airplanes because of their field of operation. This problem is an important one in the case of automobiles and it is my opinion that there will not be any justification from an hygienic point of view for allowing the concentration to be raised in automobile fuels. If this should be done in the case of aviation fuels, and I believe it will be, the problem of handling such fuels will become increasingly important. It is wise, therefore, in my opinion to do everything

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that is possible to develop and maintain the attitude of mind that fuels are designed for that specific purpose, and for none other. It is partly for this reason that I have done everything I can do to discourage the use of leaded gasoline for cleaning or for any other purpose other than consumption in motors. I believe you would be wise if you cultivate that point of view in the laboratories and elsewhere at Wright Field.

Very truly yours,

RAK:is

Robert A. Kehoe, M.D.