

HAROLD R. BOHLMAN, M. D.

214-17 MEDICAL ARTS BUILDING

CATHEDRAL STREET AT READ

BALTIMORE, MARYLAND

February
Twenty-fifth
1 9 3 3

Dr. R. A. Kehoe
University of Cincinnati
Cincinnati, Ohio

Dear Doctor Kehoe:

I am taking the liberty of writing you at the suggestion of Dr. Graham Edgar, Director of Research for the Ethyl Gasoline Corporation.

Dr. Edgar tells me that you are doing work on the physiological effect of exhaust gas from gasoline containing tetraethyl lead. I am particularly interested in this, as I have occasion to fly Hornet powered airplanes with short exhaust stacks. I have noted certain symptoms, after long flights, suggesting too much carbonmonoxide inhalation, or possibly the effects of lead.

Dr. Graham has very kindly forwarded to me the bulletin of the U. S. Bureau of Mines published in 1927, and also the report of the British Ministry of Health dated 1930. I shall be greatly indebted to you if you can pass on to me any information which you may have gathered since these dates, particularly with reference to the amount of lead which can and may be absorbed by the alveolar surfaces in flying the above motors.

I am referring to Douglas Airplanes of the observation type, powered with Hornet motors. This amount of lead would appear to be considerable, since on rather damp days, after flying for three or four hours, I have noted a distinct gray deposit all over the glass faces of the instruments, sufficient so that I could easily trace finger marks in the deposit. This is especially noticeable if one turns the plane so that the sun strikes on the instruments over one's shoulder.

With many thanks, I am

Very truly yours,



HRB:JC

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