Aerospace Medical News

Aerospace Medicine

World's First Space-age Airport Dedicated

Much has been written about the opening ceremonies and the dedication of the world's first and only civilian airport designed specifically for the jet age. Few dedication ceremonies of any kind have been graced by the presence of two Presidents of the United States. President John F. Kennedy officially opened Washington's new jet age gateway when he dedicated the Dulles International Airport, Saturday, November 17, 1962. Taking part in the ceremonies with President Kennedy was former President Dwight D. Eisenhower, under whose administration, work was started on the 9,800 acre jet airport and who also named it for the late Secretary of State, John Foster Dulles. Both President Kennedy and former President Eisenhower arrived at Dulles by helicopter and were greeted by Mr. N. E. Halaby, Administrator of the Federal Aviation Agency which was responsible for the construction of the airport and will operate it for the U.S. Government. Former Administrator Elwood P. Quesada who took part in the original planning and execution of the airport was also a speaker.

"An International gateway to America of which every citizen can be proud," the Dulles International Airport rises monumentally from Virginia pasture lands, and will be an illuminating first sight of America for many foreign visitors as they arrive in the Nation's Capital. Architecturally designed as a completely functional building, its control tower, displayed on the cover of this issue, is only part of the unique structure of the terminal building. Towering concrete pylon colonnades, separated by a "glass curtain wall," support the curved concrete roof housing the 150 foot lobby. Probably the most unusual of the many modern conveniences incorporated in the basic structure are the mobile lounges which are an integral part of the terminal design. Departing passengers walk a few steps from the terminal entrance to ticket counters and then to well-appointed waiting rooms—the mobile lounges accommodating about 90 passengers in complete comfort. At flight time, the lounges are driven from the terminal to waiting airplanes parked a half mile away and passengers embark on airplanes over telescoping walkways. The process is reversed for incoming passengers.

CLINIC GROUP TO PROVIDE MEDICAL SERVICES

In line with the survey of medical facilities at United States Civil airports made last year by the Aviation Medical Service Division of the Federal Aviation Agency, and its recommendations for development of medical support for civil airports, an 8-room medical suite on the ground floor of the terminal building will be staffed by a full-time nurse and receptionist and a part-time laboratory technician. This concept has been achieved through the vision of a group of young physicians, previously together at George Washington University Medical School, who opened a modern Medical Center in the small village of Herndon, Virginia, just three miles away, and will provide medical services for the Airport under a 10-year lease. The enthusiastic young doctors, sparked by Dr. John H. Renner, consulted hundreds of sources about setting up an ideal airport medical facility, and have drawn up plans to meet any disaster at the airfield. He and his partner, Dr. Frederick Hubach and three other doctors, presently in advanced residency training, will be the physicians at Dulles and at their Medical Center in Herndon, which already has the services of 13 specialists. Problems involving language—they know how to say, "it will be finished in a minute," and, "it won't hurt," in 26 languages—and religious barriers between visitors from foreign countries have already been met and solved. A woman doctor with offices near by will be on 24-hour call, and the physicians have their private autos equipped with two-way radios. Dr. Renner has plans to set up a world-wide medical reporting service at Dulles to keep track of epidemics and other medical problems in other countries.

Colonel Campbell Retires

Colonel Paul A. Campbell, USAF, Commander of the Aerospace Medical Division's School of Aerospace Medicine, retired after 35 years of active and reserve service. At retirement ceremonies, held at Brooks AFB, Texas, on Friday, December 28, 1962, Colonel Campbell was awarded the oak leaf cluster to the Legion of Merit medal. Brig. General Theodore C. Bedwell, Jr., Commander of the Aerospace Medical Division of the Air Force Systems Command, presented the citation with the decoration which read, in part:

"Colonel Campbell distinguished himself by exceptionally meritorious conduct in the performance of outstanding service to the national space effort during the period 1 June 1958 to 31 December 1962.

"By his farsighted planning and direction of aerospace medical research and development in support of manned space flight, and by his many professional activities aimed at the advancement of astronautical science, Colonel Campbell made contributions of broad national and international significance toward the progress of the United States and its allies in the exploration of space."

Col. Paul A. Campbell

Colonel Campbell won his first Legion of Merit for direction and planning of aeromedical research while serving as director of research at the School of Aviation Medicine during World War II. He also has two Air Force Commendation Medals, was awarded the Royal Order of the Sword of Sweden, Knight, First Class, and is an honorary flight surgeon of the French Air Force.

An Air Force space medicine pioneer, Colonel Campbell is recognized as one of the earliest Air Force medical authorities to foresee the aeromedical problems of manned space flight. While Director of Medical Research at the School from 1950-53, he was instrumental in expanding avia-

tion medicine into space medicine. He first joined the staff of the School of Aerospace Medicine in 1940, later becoming Director of Medical Research. He returned to inactive Reserve status in 1946 after a tour of duty in Europe with the Air Staff Intelligence Team studying German Air Force research records. He was recalled to active duty in 1950 and again served as Research Director at the School.

From 1953-1956 he was assistant air attache for England and the Netherlands, and from 1956-1958 was special assistant to the Commander of the Air Force Office of Scientific Research. Dr. Campbell then returned to the School to head its Space Medicine Division. Until February 1962, when he was named Commander of the School, he was a special assistant to the Commander and Chief of the Advanced Studies Group.

Colonel Campbell is a Fellow in Aerospace Medicine of the Aerospace Medical Association, and was one of the co-founders of the Space Medicine Branch. He is also a Fellow of the American College of Physicians and the American College of Preventive Medicine.

Col. Harold V. Ellingson

Colonel Ellingson New School Commander

Colonel Harold V. Ellingson, USAF, former Vice-Commander of the School of Aerospace Medicine, succeeds Colonel Campbell as Commander of the School. Before assuming his duties of Vice-Commander of the SAM, Colonel Ellingson had been Commander of the USAF Medical Service School, Gunter AFB, Alabama.

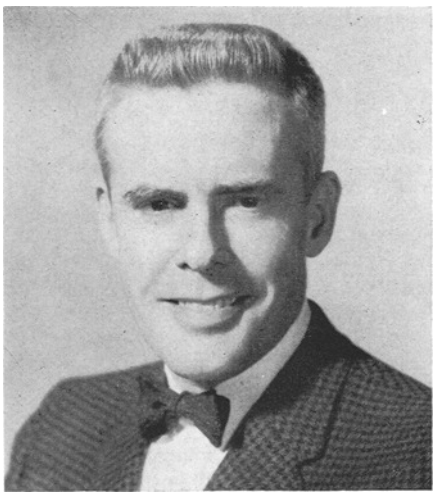
Colonel Ellingson's past assignments include previous duty at Brooks AFB, having been the Director of Education and Planning, and Chief of Preventive Medicine. He was also Deputy Surgeon of the Alaskan Air Command.

Dr. Ellingson received his medical degree from the University of Wisconsin and also holds a Master of Public Health degree from the Johns Hopkins School of Public Health. He is a Fellow of the Aerospace Medical Association, the American College of Physicians and the American College of Preventive Medicine, and a member of the present Executive Council of the Aerospace Medical Association.

In passing on his command to Colonel Ellingson, Colonel Campbell expressed his gratification that his duties were in the capable hands of Colonel Ellingson, and urged him to "continue with all your energy the outstanding work which has made the School of Aerospace Medicine the leading organization in the field of aerospace sciences anywhere on this earth—this, an institution which has evolved into greatness in a very short period of time because its unique produce has been in every sense superior, because its people are unique and highly motivated, and because through the past 45 years its leaders have had almost unbelievable imagination and foresight, yet completely solid judgment."

Doctor Goddard Receives John Jeffries Award

James L. Goddard, M.D., assistant Surgeon General, U.S. Public Health Service, and Chief of the Communicable Disease Center, Atlanta, Georgia, whose contributions to the medical support of civil aviation activities as the Civil Air Surgeon for the Federal Aviation Agency, was honored by the Institute of Aerospace Sciences (IAS) at its 31st Annual Meeting.



James L. Goddard, M.D.

The John Jeffries award, given for the twenty-second time, is one of the IAS top awards, established in 1940 to honor John Jeffries, the American physician who made the earliest scientific observations from the air. It is given for outstanding contributions to the advancement of aeronautics through medical research.

Dr. Goddard's efforts toward creating an efficient aviation medical service in the Federal Aviation Agency included the initiation of a program of medical investigation of civil aircraft accidents, the legal age limitations for pilots in air carrier operations, and the creation of the Civil Aeromedical Research Institute which provides a sound basis for the solution of current and anticipated medical problems in civil aviation.

Dr. Goddard served in the capacity of Civil Air Surgeon from July 1959 until September 1962, at which time he returned to active duty in the U.S. Public Health Service. He is a member of the Executive Council of the Aerospace Medical Association and continues his active interest in aviation medicine.

John Jeffries Instruments Presented to Smithsonian National Air Museum

Instruments used in 1784 and 1785 by Dr. John Jeffries, the first person to make scientific observations from the air, were recently presented to the Smithsonian Institution's National Aeronautical Collection. The presentation was made January 7, 1963, to Dr. Leonard Carmichael, Secretary of the Smithsonian Institution by Dr. James H. Means, a collateral descendent of Dr. Jeffries. Dr. Carmichael is an honorary member of the Aerospace Medical Association.

John Jeffries, in whose name the Annual John Jeffries Award is given by the Institute of Aerospace Sciences, used the thermometer and barometer during his historic balloon flight with Pierre Blanchard, in the first aerial crossing of the English Channel, January 7, 1785, one hundred and ninety-eight years ago. Dr. Robert Benford in his book "Doctors in the Sky" tells of the exciting voyage, which culminated in a real hero's welcome in Paris. Reports of his aerial voyage were submitted to the Royal Society and were later published—the first book in the English language on aeronautics written by an American.

Dr. Leonard Carmichael receives Jeffries Instruments from Dr. H. Means.

John Jeffries was born in Boston on February 5, 1744. After graduating from Harvard College in 1763, he studied medicine in England and Scotland, returning to enter into private practice in Boston until 1771. A staunch loyalist, he became assistant surgeon on a British naval vessel and later served in British military hospitals in Canada. Upon the death of his wife, he gave up his commission and returned to London where he practiced until 1790. It was during this period that he became interested in ballooning and in making flights to study the scientific properties of the atmosphere. Dr. Jeffries returned to his native Boston to become a successful practitioner there. He died on September 16, 1819.

Former Editor Dr. Benford Praises Journal's New Look

Doctor Robert J. Benford, former editor of AEROSPACE MEDICINE, in writing the managing editor on the changes that took place in the format of the journal with the January issue made the following comments.

"Congratulations to you and all who were responsible for the handsome and impressive new design and format of AEROSPACE MEDICINE for January which reached me today. It is by far the Association's most notable publication achievement since the first issue of the *Journal of Aviation Medicine* appeared in March 1930."

We thank Dr. Benford for his kind remarks, for we feel his experience more than qualifies him to judge the changes made, all of which have been designed to improve appearance and readability. Of course, we were pleased that he took the time to write us, and we would welcome comments to the new look of the journal from other members of the Association.

Association Members Form New Corporation

A new corporation, Space/Defense Corporation, with offices and laboratories at 1600 North Woodward Avenue, Birmingham, Michigan, has been formed to perform basic and applied research and development in the areas of space and defense with particular emphasis on the relation of men to space and defense machines and environments.

The new corporation's technical staff of medical, biological, and engineering scientists previously were members of the Department of Biological Sciences, General Motors Defense Research Laboratories. Principal officers of Space/Defense Corporation are Norman Lee Barr, M.D., Chairman of the Board and Director of Research; Mr. Malcolm D. Ross, President and General Manager; Mr. Bruce W. Pinc, Vice President and Director of Technical Operations; and Mr. Donald L. Foster, Secretary-Treasurer, and Head of the Engineering Department.

Dr. Barr, a well known medical scientist and physicist, had a distinguished career with the U.S. Navy as a flight surgeon and Naval aviator. He pioneered in many of the early research and development activities which have resulted in manned space flight. He has also been active in research leading to man's conquest of the ocean environment.

Mr. Ross, while assigned to the Office of Naval Research as a physicist, initiated and administered the Strato-Lab program of upper atmosphere research with manned plastic balloons. He made eight flights into the stratosphere, and in May, 1961 he piloted a balloon to a new official world altitude record of 113,740 feet. Mr. Ross is a Commander in the United States Naval Reserve and has received numerous awards and decorations for his high altitude research activities. Recently at a White House ceremony he received the Harmon International Trophy (Aeronaut) for the second time, for his world record balloon ascent.

Mr. Pinc, a biologist, was formerly a Captain in the United States Air Force where he served as Project Officer for a variety of space-oriented projects including the biological and medical aspects of the Discoverer program.

Mr. Foster, an aeronautical engineer, has a background of wide experience in manned high altitude research. He has been responsible for engineering the environmental control and life support subsystems for numerous high altitude flights.

President's Committee Adopts Criteria for Air Transporting Handicapped

A recent news release published by the President's Committee on Employment of the Handicapped announces the adoption of Standardized Criteria for Transporting the Handicapped by all U.S. Scheduled Airlines. (See October Issue, P. 1250) The announcement was made by Maj. General Melvin J. Maas, USMCR, Ret., Chairman of the President's Committee, and Stuart G. Tipton, President of the Air Transport Association in a joint statement, as follows:

"The establishment and implementation of these criteria are milestones that will benefit the handicapped and the scheduled airlines because they set fair, uniform and reasonable standards for the acceptance of the handicapped as passengers. This will facilitate the use of this country's scheduled airlines not only by those handicapped persons who must travel long distances in connection with their work but by handicapped persons who are traveling for pleasure.

As a result of the adoption of the uniform standards, a handicapped person accepted by one airline as a passenger now has reasonable assurance that if his trip requires him to transfer to another flight of the same or a different airline enroute, he will be accepted on the continuing portion of the trip. In addition, the criteria spell out the services which are to be provided the handicapped and the types of handicapped persons who should not be accepted as passengers.

The Air Transport Association Medical Committee, comprised of the Medical Directors of the U.S. Scheduled Airlines, also was heartened by the criteria because this is the first time the airlines and their medical directors had guidelines on who should or should not fly and under what controls the handicapped should use commercial air transportation.

Prior to the adoption of the criteria last month each carrier had varying standards by which handicapped persons were accepted as passengers.

The now uniform standards are based on Medical Criteria developed by the Aerospace Medical Association's Committee on Medical Criteria for Passenger Flying, under the chairmanship of O. B. Schreuder, M.D., Medical Director of Pan American World Airways. These standards have been implemented by the airlines in cooperation with the Air Transport Association, the President's Committee, and Civil Aeronautics Board."

General Niess Receives Another Decoration

Major General Oliver K. Niess, Surgeon General of the U.S. Air Force received a high award from the Republic of Korea while on his recent trip to attend the Pacific Air Forces' Medical Conference. En route to the PACAF meeting in Tokyo, General Niess attended the meeting of the Korean Aerospace Medical Association, December 8, 1962, at which time he was awarded the "Order of Service Merit, Third Class" by Mr. Bak Byeng Kown, Minister of Defense, Korea.

The accompanying citation read, in part: *"In recognition and appreciation of outstanding and exceptionally meritorious service, and for great contribution to the development of Aerospace Medicine in the Republic of Korea Air Force."*

A former Far East Air Forces Command Surgeon, stationed in Tokyo from 1954 to 1957, General Niess has also been honored for his assistance in medical matters by the governments of Thailand, The Philippines, and the Republic of China.

In his talk before the Aerospace Medical Association of Korea, General Niess discussed the importance of some of the discoveries made through space medical research which will assist all physicians and medical scientists in their efforts to help all mankind to a fuller, richer and healthier life. The achievements aerospace medicine has brought to the world are to be shared to help maintain the good health of peoples all over the world.