

guished service in the field of aviation medicine and are considered eligible by the Board, whether or not they meet the eligibility requirements previously referred to. Applications for consideration as members of the Founders' Group must be received not later than July 1, 1954."

Brigadier General Otis O. Benson, Jr., the able chairman of the Interim Board since its inception in 1949, was chosen the first Vice Chairman for Aviation Medicine of the American Board of Preventive Medicine. Dr. Jan H. Tillisch, also of the Interim Board, was selected as an additional representative of aviation medicine, and the Aero Medical Association was

included among the sponsoring organizations of the Board of Preventive Medicine.

It is fitting that in this year which commemorates "a half century of flight" that aviation medicine has been accorded the professional recognition that the Aero Medical Association has long sought. New and grave responsibilities have been added to the formidable aeromedical problems which face this specialty. These are responsibilities to the entire profession of medicine which the leaders in aviation medicine are prepared to discharge with zeal and fortitude.

### Committee on Pilot Aging

In accordance with the unanimous decision of the Executive Committee, Dr. W. R. Stovall, President of the Association, has been empowered to appoint a Committee on Pilot Aging prior to the twenty-fourth annual meeting in Los Angeles in May. It can thus begin the task of carrying out the recommendation made in the Report of the President's Airport Commission which was headed by General Doolittle:

"A thorough study of pilot aging and allied problems should be sponsored by the Aero Medical Association."

In a letter last September to the Secretary of Commerce, former President Truman stated in part:

"I should also like to invite your specific attention to the unnumbered recommendation beginning on page 59 of the Report that 'a thorough study of pilot aging and allied problems should be sponsored by the Aero Medical Association.' I believe that

the Department of Commerce should have the basic responsibility for carrying out this study, but suggest that the Association be invited to assist the Department therein, and that such aid and assistance be furnished to the Association as may be necessary to enable it to play a useful role in carrying out such program."

In turn, Dr. Stovall was advised of the Association's responsibility by the Secretary of Commerce who promised that "such aid and assistance as possible will be furnished the Association to permit it to play a useful role in the study." He also suggested that the Aero Medical Association "can thus guide a co-operative program to accomplish what is desired."

With "pilot error" gaining common usage in the press of the country when airplane accidents are reported, the Association now is faced with a formidable task, and grave responsibility will rest on the Committee appointed by President Stovall. This Associa-

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tion believes the importance of aviation a study of the be expected and efficiency

After a fa the Aero Me turn to Los fourth annual Biltmore Ho 1953. With training in a military offic and the immi certification in Stovall has in in California new advance of terrestrial

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## EDITORIAL COMMENT

tion believes that wider recognition of the importance of the medical aspects of aviation and greater emphasis on study of the problems can confidently be expected to increase the strength and efficiency of our national civilian

air power to reduce the loss of life of airmen, air passengers and the public on the ground below who also suffer when aircraft accidents occur. Now it is going to do something about it.

### The 1953 Meeting in Los Angeles

After a lapse of seventeen years, the Aero Medical Association will return to Los Angeles for its twenty-fourth annual meeting to be held at the Biltmore Hotel on May 11, 12 and 13, 1953. With emphasis on postgraduate training in aviation medicine for both military officers and civilian physicians and the imminence of American board certification in this specialty, President Stovall has indicated that the program in California will embrace all of the new advances in the medical aspects of terrestrial and space flight.

The scientific program for the 1953 meeting is being organized by a committee under the chairmanship of Dr. Barry G. King of Washington, D. C., and promises to include the most prominent workers in the field of aviation medicine. The list of speakers and their subjects will be published in the April issue of *THE JOURNAL*. Capt. John R. Poppen, USN (ret.) of Northridge, California, is chairman of the Scientific Exhibits Committee and Dr. Francis C. Hertzog of Long Beach heads the Arrangements Committee.

As is customary, the Airline Medical Examiners Association and the Airline Medical Directors Association will meet on Saturday and Sunday

preceding the opening on Monday, May 11, of the twenty-fourth annual session of the Aero Medical Association. One of the features of the scientific program will be an AMEA-CAA forum on pilot aging with Dr. John A. Tamisea as moderator under whose presidency the Association last gathered in Los Angeles for the eighth annual meeting in 1936. Formal social activities will be held to a minimum this year, Dr. Stovall stated, in order that all members and guests in attendance may have full opportunity to enjoy the many available tours and trips in the vicinity of Los Angeles including a post-convention cruise to Hawaii.

The Wives' Wing of the Association will hold its second meeting during the Los Angeles sessions and a wide variety of entertainment is being planned for the ladies, according to Mrs. Harry G. Armstrong, President of the Auxiliary. A business luncheon, cocktail party, tours of the motion picture studios and a trip to Long Beach are being included on the ladies' program.

Early reservations are in order to obtain the accommodations you desire at the Biltmore in Los Angeles. Better do it now and you won't be disappointed.