

December 5, 1940

Lieut.-Colonel Colin Russel,
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Dear Colin:-

I have just received your letter of October 20th. In other words, it took it six weeks to get here. There were a number of letters held up about that time I think. I was very much touched by this letter of yours, Colin, particularly what you had to say about the Canadian Airmen, and the whole situation. You also gave so much news about the Hospital which we are all anxious to hear. I am glad to know that Bill has had a successful radical case from #15 General Hospital. It will show them what can be done with this type of case. Ask Bill how his paralyzed right arm is!

I am delighted to know that Cairns and Jefferson and Phil Wilson all have enough insight to use some of Bill's apparatus. If you become a neurological and neurosurgical centre for that part of England, you will be very busy indeed with all the head injuries there must be.

I am delighted that you are able to take an interest in the conditions they provide for the Airmen. That sort of thing is very important. I was horrified to hear the system of bells that gave them the alarm often when it was not necessary. I have just been to Toronto to a meeting of the Associate Committee on Aviation Medical Research of the National Research Council. We had a combined meeting with the American Aviation Committee of their Research Council. The Canadian Committee is made up of Banting as Chairman, and Best, Graham, Bott, Group Captain Ryan, Major Hall, Professor Burton (Physics) and several others. The American Committee was made up of Griffis, Grant, Dubois as Chairman, Fulton, Miles (a psychologist

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from Yale), Drink and Landis. They had just been on a three weeks trip in a big naval airplane, visiting all the airports and training camps in the United States. They were taken on some flights and made a very careful analysis. They were really a very good crowd. They met us for this meeting in Toronto and Eglinton.

They have been established at Eglinton, laboratories for research. All the research work that the Air Force Medical Service is carrying on is under the direction of Hall, whom you will remember came up to the opening of the Electroencephalographic Laboratory. As you know, the Medical Service of the Air Force is under Group Captain Ryan, and has separated from the D.G.M.S. Hall had been put in charge of the research in Banting's laboratory. He is now separated from Banting quite definitely. Hall was Banting's choice in the first place. Anyway he has some young men under him, Meakins and Evelyn and Stuart, and they are doing earnest work.

There is a good deal of really good work going on in Banting's laboratory. The whole thing has been turned over to the study of aviation medicine. Bazett has come up for three months. Armstrong is working there, he wrote the book on aviation medicine; and Captain Franks, who has been doing some good work on blackouts. We had a very stimulating meeting.

On my return, I had a long talk with all the senior men who are able to do work in the laboratory here. We have discussed what problems we can tackle which will be of military use. If you or Bill have some real ideas, do write to me. We are so far away, it is hard for us to tell. I am going to do some supplementary work on blackouts. I will let you know about it later however. Hurteau has done some work on sulphanilimide which was suggested by Bill's work. We sent Bill his manuscript with a letter asking him to wire us when it arrived. Perhaps it never reached him. At all events, we have not heard, and that was well over two months' ago. I do not think I have heard from Bill for three months.

Molly Harrower has been asked by one of the American Foundations to try to apply her Rorschach tests to group testing. And this she will undertake. The Canadians will still not use the Rorschach in the selection of pilots. I am sorry because I feel quite sure it is capable of selecting those men who have the proper type of personality. I do not suppose you can do anything about it from that side? I am quite sure the Americans are going to take it up, at least in their naval aviation service. They have already had her down there to go over some of their work. The Canadian Research Council has built an accelerator at Eglinton and they have a large cold-decompression chamber which