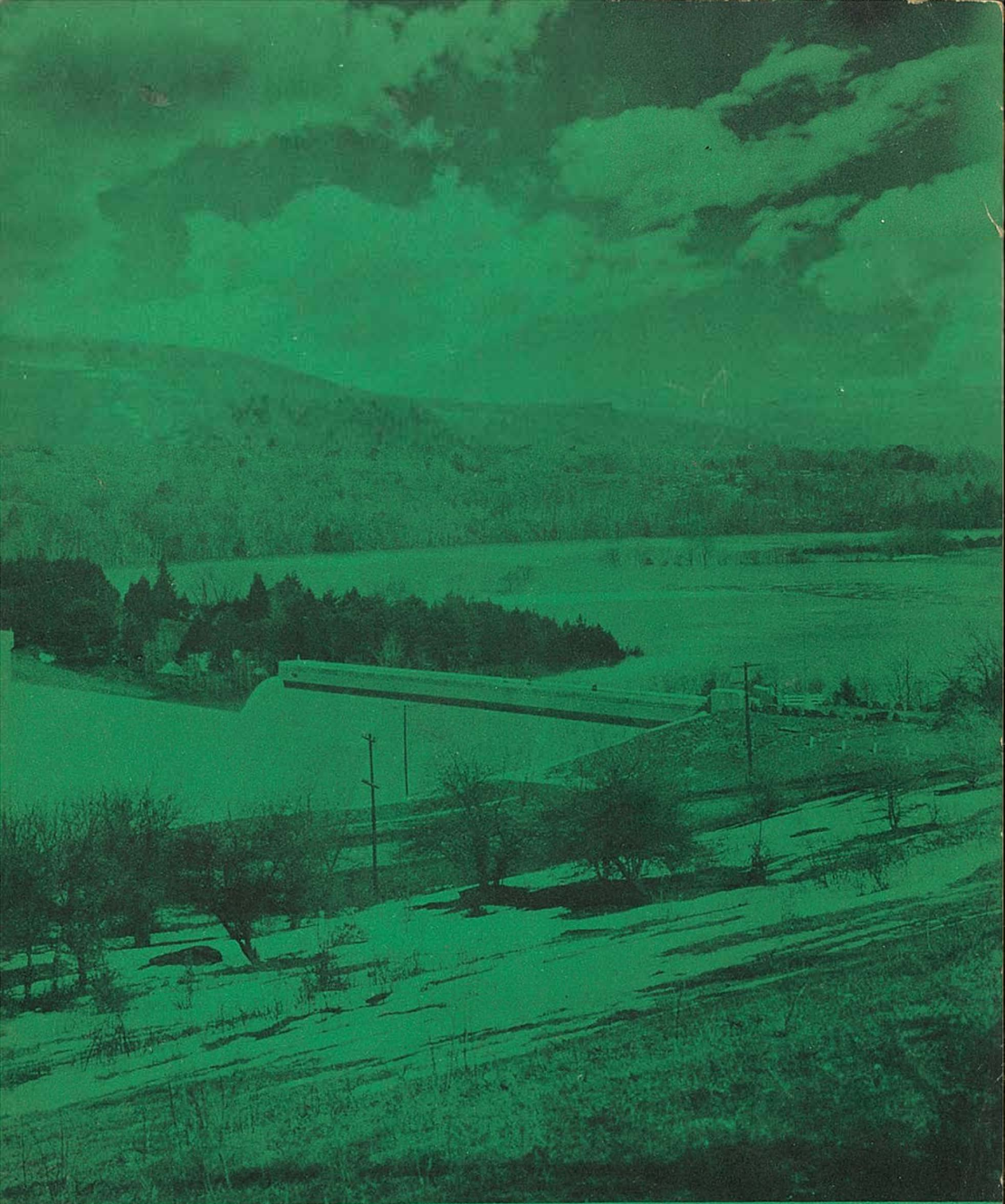




The Scintillator

— DON'T MISS THESE —

"Scintilla's Economic
Battlefront" Page 5

"Slipstream" Page 7

"Scintilla Behind Bars
in Missouri" Page 13

"The Tax Bite" Page 19

MAY, 1950



Toe the Mark!

All set to "toe the mark" with new safety shoes is Donald Hotaling of Dept. 29. Shoes were purchased through Scintilla Safety Shoe Program.

For most of us, those barefoot days of childhood are gone forever. No matter how green or refreshing the new, spring grass may look, convention — more or less — dictates that we should wear shoes at all times. And it's a good thing, too, because we're afraid bare feet wouldn't last very long around Scintilla. That's why we urge everyone to "toe the mark with safety shoes" . . . the best possible protection and comfort you can give your feet.

Safety shoes, obtainable through Scintilla at a minimum cost of as low as \$6.35, offer maximum value in foot protection. According to National Safety Council reports, at least 75 per cent of the more than 60,000 disabling foot injuries occurring each year could be prevented by wearing safety shoes.

The sad part about the whole thing is the fact that each of these injuries means an average of 14 days in lost time, production and untold misery. Just think of it — a total loss of about 840,000 working days due to foot injuries alone each year; millions of dollars in lost wages, medical expenses, compensations paid, etc. And 75 per cent of this could be prevented by wearing safety shoes.

Recognizing the importance of foot

safety on the job, Scintilla set up a Safety Shoe Program in August, 1948. A number of the people who purchased safety shoes at that time are still wearing them. Repeat orders on the part of others are evidence as to the satisfaction provided by the safety shoes they obtained through Scintilla.

A wide variety of safety shoe styles, work and dress, are available for both men and women. Orders are handled through the Safety Office where catalogs are on display to facilitate selection. As in Scintilla's Eye Safety Program, a similar set-up has been arranged in regard to purchasing safety shoes whereby the cost is deducted from the purchaser's pay. In addition to steel toes, each pair of safety shoes contains steel shanks for greater arch support. Other features are built in to insure the wearer greater comfort and protection.

So-o-o-o, in spite of the fact that it may be a temptation — at times — to frolic barefooted through the new, spring grass, shoes are definitely a "must" on the job. And as long as we have to wear shoes, let's wear the best. In other words, let's "toe the mark with safety shoes."

THE SCINTILLATOR

PUBLISHED MONTHLY BY

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G. E. STEINER, GENERAL MANAGER

OFFICERS OF BENDIX AVIATION CORPORATION

M. P. FERGUSON
PRESIDENT

W. H. HOUGHTON
TREASURER

H. A. GOSSNER
SECRETARY

Vol. 8

MAY, 1950

No. 11

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THE EMPLOYEES of Scintilla Magneto Division, Bendix Aviation Corporation

LIBERTY BELL TO RING AGAIN



The Liberty Bell is America's most cherished symbol. Hundreds of stories and legends have grown up around it. To Americans everywhere the Liberty Bell signifies not only the actual founding of this nation, but — and this is even more important — the Bell stands for the concept of individual independence which is the foundation-stone of the Republic.

Enshrined in Independence Hall, Philadelphia, the Liberty Bell is visited yearly by millions of Americans. Its voice has sounded several times in our history — the last time on June 6, 1944, when the allied armies landed on the beaches of Normandy. On May 15, 1950, the Liberty

Bell will ring once more, when it will signal the opening of the Treasury Department's great Independence Drive!

Forty-nine replicas of the Liberty Bell will tour the nation during the weeks of the drive — May 15 - July 4, 1950 — and will remain in all major market areas long enough for all volunteer groups to participate in appropriate ceremonies. The bells will be toured in special trucks. At the conclusion of the Drive they will be on permanent display in the individual states and the District of Columbia, to serve as a permanent record of the Drive itself, and a constant inspiration to the people.

Annecy, a picturesque town in the Swiss Alps, is the place where the bells are being cast. They will be shipped in time for the opening of the Drive on May 15th. Each bell will be cast without the crack. Dr. Arthur Bigelow, bell-master at Princeton University and one of America's foremost carilloneurs, is serving as the Treasury's volunteer consultant on the casting and production of the bells. For the first time since 1835, when the Liberty Bell cracked as it tolled for the funeral of John Marshall, all living Americans for the first time will be able to hear the Bell's actual tone, when the 49 "duplicate originals" tour the country during the Treasury's Independence Drive.



Lunch Cart Service in the Main Clock Area features appetizing display of foods.

Grace E. Anderson patronizes one of the new candy dispensers installed throughout the plant last month.

CAFETERIA EXPANDS LUNCHTIME SERVICE

Cafeteria facilities within the plant were expanded last month to include Lunch Wagon Service in the Main Clock Area and Bay H-56. The new service was provided as a means of further conveniencing Scintilla people during the lunch periods.

In addition to reducing lunch time pressure on the Lunch Bar which opened last June, the Lunch Wagon Service has been placed in widely separated locations so as to make lunch facilities handy to everyone in the plant. With the increased facilities, the Cafeteria Staff is now able to handle the lunch time traffic with even greater speed and efficiency than in the past.

Also new on the Scintilla scene are the 40 candy dispensing machines placed in operation throughout the plant last month by the cafeteria. Success of the candy machines here is indicated by the reception given them by Scintillites. Many of the machines were completely emptied by the end of the first day. It's quite evident that Scintilla has a sweet tooth.



ETERNAL VIGILANCE, Theme For NATIONAL DEFENSE WEEK

The twenty-fourth National Defense Week is being observed this year during the week of May 13-20. It is sponsored by the Reserve Officers Association of the United States. The purpose of this special week is to direct public attention to the importance of national defense, with special emphasis on the role played by military reservists in both peace and war. Now, more than ever before in our history, a strong peacetime reserve is vital to our country's security. Reserve forces throughout the country — young men and women who spend their spare time training for defense — are deserving of a tribute and a salute from their fellow countrymen, because they have not forgotten that eternal vigilance is the price of liberty — and peace.

"Scintilla's Economic Battlefront"



Mr. Spengler

DESCRIBED BY WALTER SPENGLER

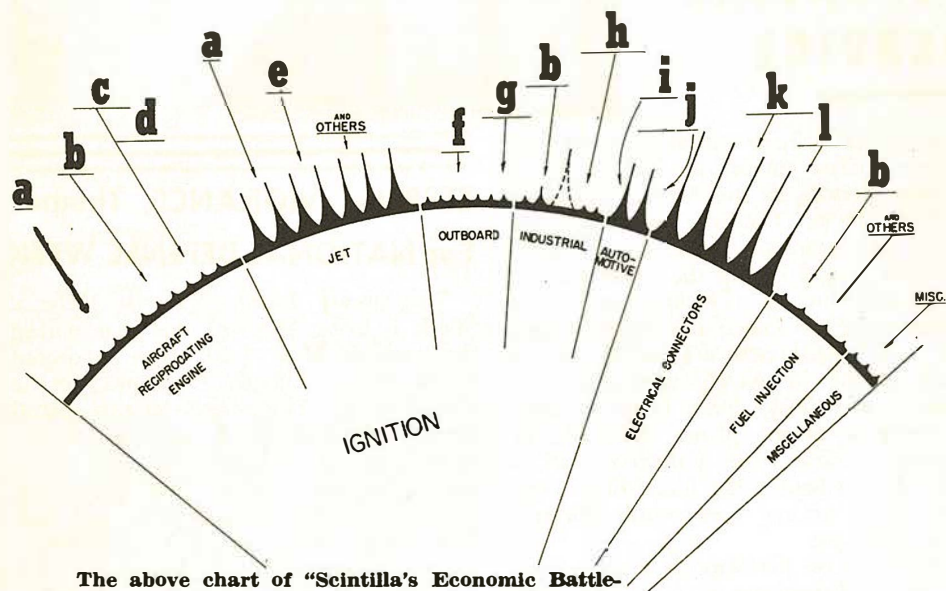
"Scintilla's Economic Battlefront" was vividly described by Walter Spengler, Executive Engineer, at a recent meeting of the Scintilla Supervisory Forum.

Describing the various competitive fields engaged in by Scintilla as an "economic battlefront," Mr. Spengler pictured a struggle for business whereby competitors of this Division are continuously pushing against "Scintilla's Economic Battlefront" with the objective of trying to keep Scintilla from advancing into new territory

and, if possible, forcing "us" back. He told the Supervisory group that "it is a matter of hard work — with everyone pushing — to keep our front moving forward."

In order to protect gains previously made by the Division and make still further advances, Mr. Spengler said that Scintilla must — at all times — have new products under development and improve those already in existence. Throughout his

Continued on Page 6



The above chart of "Scintilla's Economic Battlefront"—used by Walter Spengler, Executive Engineer, in illustrating recent talk at Supervisory Forum meeting—shows advances made into competitors territory during recent months. Although greatest depths of penetration are indicated in the electrical connector, jet and automotive fields, Mr. Spengler explained that a high rate of activity is being maintained on all sectors of the "front."



Inauguration of a Scintilla chapter in what has been termed the world's most exclusive organization, the Wise Owl Club of America, will be announced soon. Sponsored by the National Society for the Prevention of Blindness, the Wise Owl Club — in a little more than a year — has fostered 151 chapters in industrial plants throughout the United States and Canada. Membership is limited to those persons who have escaped loss of vision in serious industrial accidents because they were wise enough to wear eye protection. Thus, the Wise Owl Club is to wearers of eye protective equipment what the Caterpillar Club is to aviators whose lives have been saved by parachuting to earth. Nearly 800 men and women have qualified for membership to date. Full details and pics of Scintilla's charter members will appear in an early issue.

"What's Going On In New York State," a popular Scintillator feature which appeared during the summer months last year, will be resumed in our June issue. The monthly calendar will provide a listing of various events taking place throughout New York State this summer.

One of the biggest laughs of the evening was handed out at last month's Supervisory Forum meeting by Walter Spengler, Scintilla's Executive Engineer, when he apologetically related that the Engineering Department, as yet, had been unable to develop a satisfactory ignition system for flying saucers. Mr. Spengler's description of "Scintilla's Economic Battlefront," principal address at the meeting, is covered elsewhere in this issue.

And just in case there's a single person at Scintilla who doesn't already know, the vacation period for all Scintillites, ex-

cept those working during inventory, has been scheduled for July 24th through August 6th. We might add that it isn't a bit too early to get your reservations in for camps, resorts, etc., now.

Our experiences with the distasteful practice of "tipping" in the big city are many and varied. Yet, there's seldom a trip that doesn't produce something slightly different. For instance, a couple of weeks ago we found ourselves in need of changing a ten-dollar bill. The doorman at one of New York's countless hotels obliged, returning with one five spot, four ones and two half dollars. We hastily palmed a quarter back into our pocket and tipped the good man a half. How's that for a working demonstration of power of suggestion?

Before moving into our new office, it was necessary for The Scintillator to consolidate quite a bit in order to fit everything into smaller quarters. Sidney Boy Scouts, benefited to the extent of a couple hundred pounds of old zinc engravings no longer required by The Scintillator.

SPENGLER *(from Page 5)*

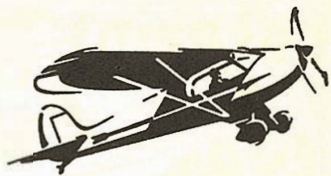
talk he repeatedly emphasized the importance of "making a better product — first!" He cited several examples of how various Scintilla products came into being, thus establishing or continuing to maintain the Division's leadership in a particular field.

Mr. Spengler illustrated his talk with slides, explaining various ways in which Scintilla has broken into new fields and obtained additional business, at the same time maintaining a high rate of activity on established sectors of the "front."

Introduction of the speaker was made by O. W. Hitchcock, Quality Control Manager. Also included on the program were old time movies of Scintilla and a demonstration of Scintilla's Jet Ignition System by Tullio Tognola, Chief Research Engineer. Brief remarks were made by Raymond Camp, president of the Forum.

Committee members included Mr. Hitchcock, advisor to the program committee; Robert Graham, Nausif Nader, Rene Pittet, Charles Prentice, Richard Linderman and John Cable. Approximately 100 persons attended the dinner meeting

"Slipstream" - - -



EUGENE WILSON'S NEW BOOK INCLUDES SCINTILLA, FAGAN

Prominent mention is made of Scintilla and T. Z. Fagan, Advertising Manager, in Eugene E. Wilson's new book, "Slipstream—The Autobiography of an Air Craftsman," a factual history of great significance published this year by Whittlesey House.

In "Slipstream" Eugene Wilson tells the story of how the Navy discovered Scintilla as a source of dependable magnetos. This was accomplished through the Army Engineering Division at McCook Field, Dayton, Ohio, an activity with which Scintilla had been conducting prior negotiations. Writing in an easy narrative style, he recalls that the Scintilla magneto, made in Soleure, Switzerland, could be bought through Tom Fagan in New York City. Wilson at that time was Chief of the Engine Section of the Bureau of Aeronautics, Navy Department, Washington.

The author goes on to relate the tangle of red tape involved in creating an American source for these dependable magnetos—one that could not be disrupted in time of war. Finally, after this tangle had been cut through, a part of the Swiss company—then in New York City—was moved to Sidney, New York, Mr. Wilson writes.

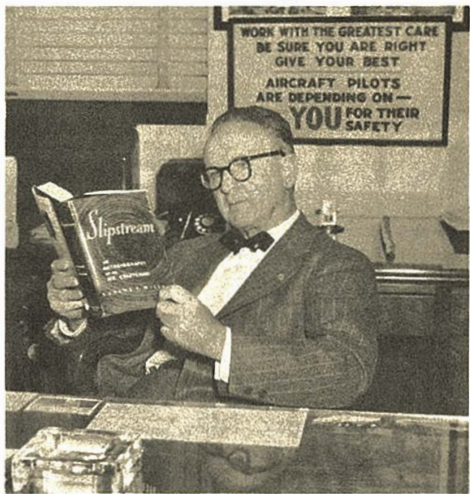
Also included in Mr. Wilson's book is another Bendix Division—Eclipse Machine, located in Elmira, N. Y. In the same chapter Charles Marcus, now Vice-President in Charge of Engineering, Bendix Aviation Corporation, and R. P. Lansing, Vice-President and Group Executive, are written up in relation to their association with Eclipse at that time. Eclipse then operated as the Eclipse Machine Company and—like Scintilla—became a Division

of the Bendix Aviation Corporation at a later date.

The book, as a whole, is the firsthand story of the development of the airplane. It is written by a man who has been intimately connected with aviation both in the military service and in private industry during all of the past quarter century.

At one time Eugene Wilson simultaneously occupied the presidency of three corporations—Hamilton-Standard Propeller Corporation, Sikorsky Aviation Corporation and Chance Vought Corporation. In 1940 he was elected President of United Aircraft Corporation, of which Pratt & Whitney Aircraft is a part, continu-

Continued on Page 16



T. Z. Fagan, Scintilla's Advertising Manager, browses through personally autographed copy of Eugene E. Wilson's new book, "Slipstream."

BENDIX VICE PRESIDENT RECEIVES NAVY HONOR



Rear Admiral Rico Botta

Lawrence A. Hyland

Lawrence A. Hyland, Vice-President of Bendix Aviation Corporation in Charge of Engineering Research, last month was presented with the Navy's highest civilian honor — the Distinguished Public Service Award — for his basic contribution to the early development of radar.

The presentation was made by Rear Admiral Rico Botta at the concluding ceremonies of the Board of Commerce sponsored Economic Mobilization Course, of the Armed Forces at the Rackman Engineering Building on April 7th. Admiral Botta, a long time associate of Mr. Hyland, is Assistant Chief of Naval Material and Director of the Production Policy Division at Washington, D. C.

Mr. Hyland's invention was made in 1931 and marked the first practical application of radar by means of which aircraft, invisible to the eye, were accurately detected and followed during flight.

From this basic invention have stemmed a long list of developments vital to the United States: the radar ring around the Nation which

must detect hostile aircraft; the ability of aircraft to bomb targets hidden by fog or clouds; the accurate aiming of battleship guns on otherwise invisible enemy targets; the tracking of guided missiles; and the operation of Ground Control Approach (GCA) which permits a ground station to locate and "talk down" aircraft for safe landings under extreme fog conditions.

During and since the war, GCA has been responsible for saving thousands of lives and millions of dollars worth of aircraft by landing them safely during bad weather. The Berlin Air Lift likewise depended on GCA for the safety and regularity of its operation in spite of the worst weather Germany had experienced in many years.

The Secretary of the Navy's Citation honoring Mr. Hyland states in part: "The Distinguished Public Service Award is hereby presented to Mr. L. A. Hyland for his great service to science and to the welfare of the United States through his contribution to the early development of radar."

"It was while Mr. Hyland was engaged in research on high frequency direction finding that he first observed the radio echoes from aircraft. During an experiment in which radio signals from a Naval Research Laboratory transmitter were being received by a directional antenna on an airplane at the Naval Air Station Anacostia, Hyland noticed that marked disturbances in received signals seemed to coincide with the presence of airplanes in flight in the vicinity.

"Hyland hastily improvised antenna arrangements to investigate this phenomena and soon correctly concluded that some of the radiation was being reflected from the airplanes in flight. Thereafter Hyland conclusively demonstrated that the reflection of radio waves from aircraft and dirigibles was sufficient to betray their presence and, to some extent, their position in space, thus establishing one of the important elements of radar."

After serving with the A. E. F. in France and participating in action at Chateau Thierry, Soissons and the Argonne, Hyland enlisted in the Navy in 1920 where he specialized in radio development. In 1921, at Pensacola, he participated in the first blind landing of a Navy boat by means of radio.

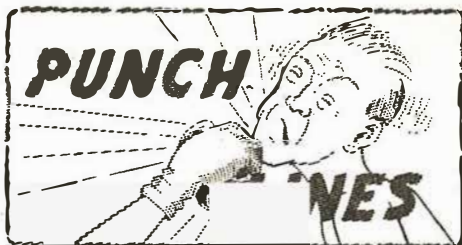
He was given a Special Order Honorable Discharge in 1926 so that he could concentrate on radio engineering at the Naval Research Laboratory, and in 1927 he developed the "Ignition Meter," the first device for measuring radio interference in aircraft.

In 1928 he invented the "Shielded Spark Plug," the missing link needed to complete engine ignition shielding which makes modern airplane communications possible. He received a Beneficial Award in 1930 for the development of the Navy Wing Loop, a basic aid to radio navigation.

Resigning from the Navy in 1932 to found the Radio Research Company, Hyland developed the Aircraft Direction Finders used during the war by all Naval aircraft. Also developed was the L. M. Frequency Indicator, a device used by both the Army and Navy to accurately calibrate the many hundreds of frequency vital to military operations. This was the only major radio device developed before 1941 which was used, without modification, in large production quantities during and since the war.

Hyland became General Manager of the Bendix Radio Corporation in 1937 and in 1941 was made Executive Engineer of the Bendix Aviation Corporation, with offices in New York. He moved to Detroit in 1946 to direct engineering research and, in addition, to manage the Bendix Research Laboratories there.

He is a member of the Guided Missiles Committee of the Research and Development Board of the National Defense Establishment. He also serves as Chairman of the National Committee charged with determining the site for



Spring Tidings:

—'Tis in the spring of the year that "tu-lips" are most likely to blossom forth with the year's most colorful lip paint, often in several delicious flavors . . . raspberry, lemon and lime, etc.

—And 'tis "Maytime" when a young man's fancy turns to thoughts of "May-be!"

—While Easter shopping this year, we couldn't help noticing that most merchandise is always priced two cents under the even dollar — \$2.98, \$4.98, etc. And in every case we received just enough change to keep the parking meter running for an additional 20 minutes of shopping time. What's this about inflation forcing the penny out of existence?

—It has often been said that beauty is only skin deep, but it looks pretty good to us just the same.

—A spring romance may be described best as a period of mutual susceptibility, mutual in the respect that man — weakened by the long winter grind of shoveling driveways and applying tire chains — at this time of year is most responsive to the intoxicating charms of ladykind . . . a new type of woman, fresh out of long coats and high boots. • Comes the spring revelation and what happens? The men get knocked for a loop. It happens every spring, but who's complaining?

—Our poetry is never up to par, but it's spring and this terse bit of verse seems quite in order:

Man named Mert sighted pretty skirt,
Stopped to flirt, but response was curt.
Said the skirt, "Go away, you jerk!"
"Your line won't work; I'll wait for Bert."

and the equipping of the new 5,000 mile guided missiles testing range which extends from Banana River, Florida, across the Atlantic to Africa.

He is a member of the Institute of Radio Engineers, Institute of Naval Engineers, S. A. E. Detroit Engineering Society, the Association for the Study of Cycles, and the Recess Club.

Prettying Up



Beatrice Darlin, Personnel



Sophie Sisson, Dept. 32



Gloria George, Sales



Ruth Michaletz, Dept. 6



Helen Potter, Dept. 32

Off Guard-No.2

On these pages, several members of Scintilla's feminine side take time out to demonstrate a few of the techniques that go into a girl's preparation for an afternoon or morning of work.

It's a fascinating procedure, this business of primping and applying make-up: Hair styles, scrambled and tossed about by naughty spring breezes, need combing and rearranging . . . hands require creaming with sweet smelling lotions . . . perfumes and colognes must be applied . . . all traces of shine must be removed from noses with careful applications of powder . . . the lipstick that disappeared with noonday lunch must be replaced . . . nails

require filing and polishing . . . clothes must be brushed . . . oh, it takes a lot of delicate work before a girl can begin to look her very best. And it all has to be done within a few minutes, so that she will be all set to go when the bell sounds the signal for work.

Looking at it from the feminine angle, all of this is mighty important, too, for a girl needs to look her best at all times. And the office or shop is certainly no exception. Wherever women congregate you will find ample stocks of lipstick, powder, perfume and the like, and in spite of the jokes we men may make, we like our American girls just the way they are — cosmetics and all!

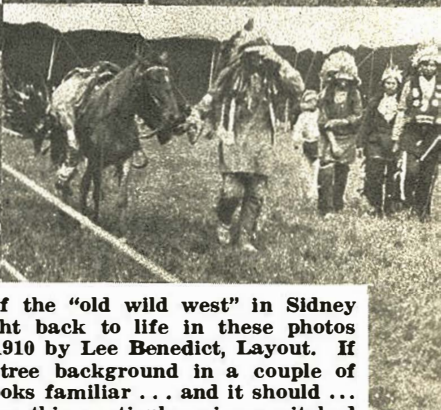
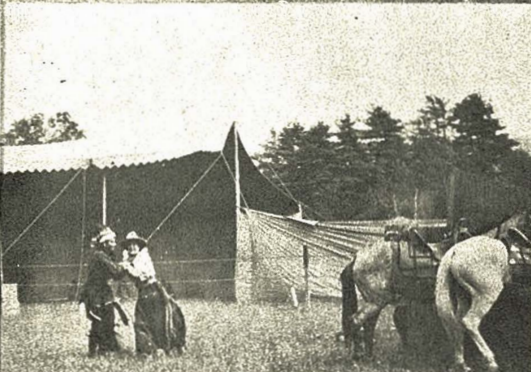


Celia Palmatier, Sales



**Mary Lou Wessels
Personnel**

W I L D W E S T D A Y S



Days of the "old wild west" in Sidney are brought back to life in these photos taken in 1910 by Lee Benedict, Layout. If the pine tree background in a couple of the pics looks familiar ... and it should ... it's because this particular circus pitched its tents on the area now covered by Scintilla's circular drive and landscaped, front lawn.



Scintilla in missouri behind bars

In the winter of 1947-48 the steam electric boilers at Missouri State Prison failed badly, threatening a power shortage. Prison officials became alarmed, for efficient and safe operation of a modern prison is greatly dependent on its power supply.

The obvious answer seemed to be, replace the old boilers with new ones. The use of steam boilers had been taken for granted. Not only had performance been satisfactory up to that winter, but the

Snowdon Named New Dir. of Industrial Relations at Eclipse



Announcement has been made of the recent appointment of Robert Snowdon, former personnel administrator here, as Director of Industrial Relations at Eclipse Machine Division, Bendix Aviation Corp. in Elmira, N. Y.

Mr. Snowdon was a member of Scintilla's Industrial Relations Department from February, 1942, until August 31, 1949, when he was transferred to Kansas City, Mo. At that time he assumed new duties as Assistant Director of Industrial Relations in Bendix Aviation Corporation's Kansas City Division. Before coming to Scintilla he worked in Cortland, N. Y., as Education Manager of Chilean Nitrate Corporation, covering New York State and Northern Pennsylvania.

While at Scintilla, Mr. Snowdon was an active member of the Triple Cities Personnel Council, serving at one time as Chairman of that organization. In 1947 he was General Chairman for the Southern Tier Industrial Conference.

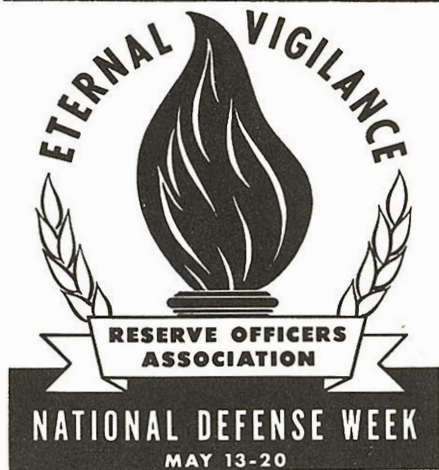
exhaust steam from their turbo-generators had been employed for heating and in the laundry and prison kitchens.

When faced, however, with the long delay in getting delivery on new boilers and the increasing uncertainty of coal supplies, the State Prison Commission re-examined the situation. They decided on converting to diesel power. A completely new plant was constructed outside the prison walls.

This move was taken to protect the engines from sabotage by prison labor. The main switchboard and distribution panel were located in the plant and separate underground cables laid to connect with each of the several circuits inside the prison.

Three 1,500 h. p., 8 cylinder, 14½" bore, 20" stroke engines were purchased from the National Supply Company and designed to operate on either oil or natural gas. Once started with Diesel oil, they may be converted to 90 per cent gas operation. Each engine is equipped with eight Bendix fuel injection pumps supplied by the Bendix-Scintilla Magneto Division of Sidney, New York.

—Bendix International News Reporter.



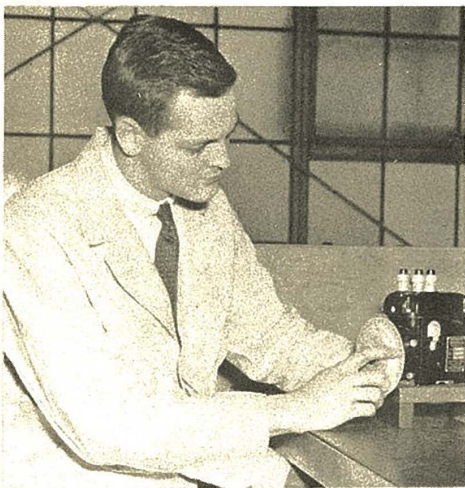
Pics of the Month



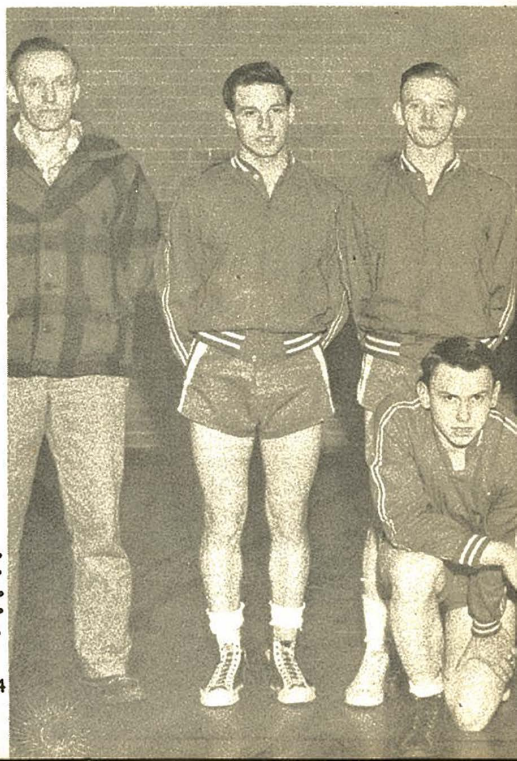
Jack Sherman and James Brierly of Southwest Airmotive Company in Dallas, Texas, were photoed last month while attending the Service School here. Southwest Airmotive is a distributor of Scintilla aircraft ignition products.



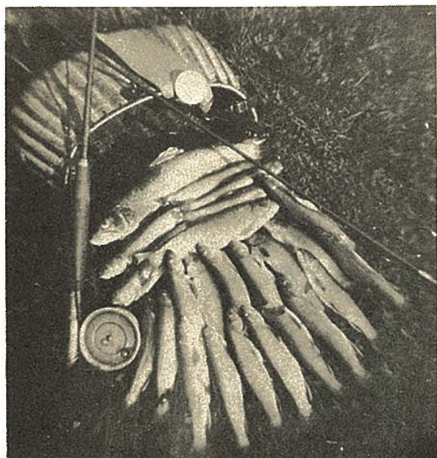
C. W. Roche, in charge of the Electrical Group at Glenn L. Martin Airport in Baltimore, Maryland, is pictured above during recent session in the Service School.



David Nelson, pictured here, is a representative of Bendix-International Division. Mr. Nelson recently completed a course of instruction concerning automotive and industrial equipment in Scintilla's Service School.



H. H. Hulbert, Accounting, titles this photo, "The Full Basket." The trout—4 browns and 20 natives—were taken in a previous year from an undisclosed Catskill Mountain stream. As yet, we haven't had any reports on the luck of Scintilla fishermen this year—but we're waiting to publish any of the fish photos that may come in before the next issue.



Representatives of the Pennsylvania Railroad, Altoona Works, and the Baldwin Locomotive Works visited Scintilla last month and were conducted through the plant by John Davidson, Engineering. From l. to r.—Mr. Davidson, Walter J. Kelly, Edgar F. Winters and John K. McGee, Pennsylvania Railroad; and J. M. Barnhill, Baldwin Locomotive Works.

Four Scintilla men helped the fortunes of the Guilford Town Team during the 1949-50 basketball campaign. The Guilford boys finished first in league play and went on to capture the payoffs—season's statistics: won 29, lost 2. From l. to r.—G. Wahlberg, mgr.; Harold Winchell, Harold Wahlberg, Ed Martin, Robert Wahlberg, Nick Sylstra, Richard Sylstra, Arthur Turner, John Seaman and Richard Utter (Dept. 30). Kneeling—Norman Oldfield, Richard Seaman (Accounting), Ronald Winsor (Payroll), Robert Caeserta and Louie Curtis (Dept. 34).



SLIPSTREAM

(from Page 7)

ing in this position until 1943 when — upon being elected Chairman of the Board of Governors of the Aeronautical Chamber of Commerce — he became Vice-Chairman of United Aircraft, in order to devote most of his time to affairs concerning general industry. He resigned from his company in 1946 so that he might be free to write "Slipstream." The writer draws from this long and unique experience a wealth of background material which appears in his book.

In one paragraph he had this to say:

And so we fired away, searching for better accessories of every kind — a new fuel pump here, imported from France perhaps by Jimmy Diamond — a new carburetor there, produced by Stromberg under the wise direction of Leonard S. Hobbs — a new fuel developed by competing oil companies and fortified by Ethyl under the direction of Dr. Graham Edgar, of the Ethyl Corporation, and so on to cover the whole field. And in process we began collecting a little group of sales engineers like Roy Hurley, Luke Hobbs Tom Fagan, Ray Lansing, and others, men to whom we passed on the demands of the operating squadrons and with whom we connived to beat Old Man Trouble. To facilitate operations, we urged these key technicians to visit the flying units and get the word at first hand. We brought them into close contact with George Mead, of Wright, Arthur Nutt, of Curtiss, and Lionel Woolson, of Packard; and we keyed them in with our competitors out at McCook Field, so that we finally had a team of competitive yet cooperative agents, all working for the cause of dependable and durable power plants.

Mr. Wilson's high praise of Scintilla as an important factor in the development of the aircraft engine is indeed a source of great pride to this Division. An effort is being made to secure sufficient copies of "Slipstream" for lending purposes so that any person who desires may read Mr. Wilson's book. Further information will appear in the next issue of THE SCINTILLATOR.

OTTO McCALL DIES



Otto J. McCall

Friends here were saddened by the death of Otto J. McCall, former member of Dept. 19, on April 17th. He had been a patient at Homer Folks Hospital in Oneonta for nearly eight years. Prior to his long illness, he had worked at Scintilla over a period of 15 years.

Mr. McCall was born in Walton on January 2, 1899, and had lived in Sidney since 1919. A veteran of World War I, he was a member of Sidney Lodge F. & A. M., Sidney Fire Department, the Scintilla band and the Scintilla Gun Club.

Funeral services were conducted on April 20 in the Sidney Methodist Church with the Rev. Robert P. Kellerman officiating. Following the regular funeral service, a Masonic service was held at the church for Mr. McCall. Burial was made in Prospect Hill Cemetery.

He is survived by his wife, Susan McCall of Sidney; a brother, Herbert, and a sister, Mrs. Ira Terry, both of Syracuse.

CORRECTION....

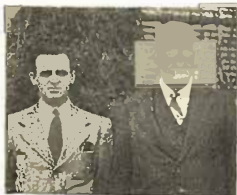
In the April issue of *The Scintillator*, Mr. J. P. Flannery of Aircooled Motors, Syracuse, N. Y., should have been listed as Executive Engineer, not Electrical Engineer.

CARL F. BACHLE SPEAKS AT
ENGINEERS CLUB MEETING

One hundred members and guests of the Sidney Engineers' Club last month attended the monthly dinner meeting to hear Mr. Carl F. Bachle, Vice-President in Charge of Research, Continental Aviation & Engineering Corporation, Detroit, Michigan, describe advances in the latest Ordnance, air-cooled engines.

Since graduating from the University of Michigan in 1928, Mr. Bachle has devoted much of his time to automotive development, and at the present is designing a series of air-cooled engines, ranging from 100 to over 1,000 h. p., capable of operating in Alaska or the tropics — on land or under water. Mr. Bachle was accompanied by Mr. F. VanCampen, Project Engineer at Continental.

The meeting took place at the Guilford Lake Country Club.



Mr. Van Campen, Mr. Bachle

Scintilla

SERVICE AWARDS



Frank Burre
20 Years
Dept. 27

15 Years

Doi, Edward	9-468
Frewert, William	34-595
Melbourne, Helen	41-5321
Sager, Howard	13-1330

10 Years

Beggs, Harold	25-126
Bennett, Leslie	11-140
Campbell, Francis	13-246
Kuen, Frank	99-883
Livingston, Vernon	30-937
Lovelace, Harris	92-951
Marble, Erma	80-5205
Short, James	14-1382
Simmons, Lester	28-1389
Smith, Ada	27-5449
Stone, Eleanor	4-5465
Thomas, Wendell P.	1-4
Utter, Richard	30-1548
Wedge, Leslie	28-1604
White, Raymond	90-1628

5 Years

Archer, Laurena	38-5009
Cribbs, Daniel	47-364
Place, Harold	37-1930
Schweighofer, Norman	90-1349
Silvernail, Jean	81-5658
Tabor, Chester	11-2162
VanSchaick, Anna	48-5633
Wischhusen, Egon	90-1652

SIDNEY GIRLS FORM

FIRST SOFTBALL LEAGUE

Organization of Sidney's first Girls' Softball League was completed on April 12th. At that time four teams were formed and captains selected as follows:

Wildcats	Helen Silvernail
Indians	Becky Fuller
Dodgers	Vivian Dixon
Victory	Helen Plankenhorn

Team play opened on May 1st. During the first half of the season games will be played once a week on Monday nights, starting at 6:30 p. m. After vacation games will start at 6:00 p.m., continuing on this schedule throughout the balance of the season.

Eva Hilary has been elected secretary and treasurer of the new league.

BARTER COLUMN



A service for employees of Scintilla Magneto Division, conducted without charge. All articles advertised must be the personal property of the employee. Ads of a commercial nature are not acceptable.

FOR SALE: 1942 Montgomery Ward Washing Machine; has drain pump to empty water and is in perfect condition. Price \$35.00. "Hub" Frink, Dept. 42, 121 Johnston Circle.

FOR SALE: Used Westinghouse Electric refrigerator and range. Both in good condition. Dick Quick, Dept. 91, Phone Sidney 2243.

FOR SALE: Child's tricycle, large size, chain driven—like new. Price \$18.00. Larry Shields, Dept. 42, Phone Unadilla 2933.

FOR SALE: Springfield 30-06 Sporter with K2-5 Weaver scope, in excellent condition; 30-40 Krag Sporter Stoger stock, in excellent condition; 25-20 Winchester Repeater, in perfect condition; 32-20 Winchester single shot, in good condition; 75 Winchester .22 cal. target rifle, factory condition. Ezra Judd, Dept. 34, Phone Unadilla 3823.

FOR RENT OR SALE: Cottage at Thous- and Island Park with four bedrooms, bath, and hot water. Completely furnished. E. J. Herrmann, Phone Sidney 4662.

FOR SALE: Hedstrom Baby Carriage, in excellent condition. Has had very light use. Hal Reeve, Cost Control, Phone Sidney 4912.

FOR SALE: Play Pen with Pad, Apartment size, like new. R. Bendle, Dept. 91, 17 Cayuga Street, Sidney.

FOR RENT: Summer Cottage at Oquaga Lake, furnished with boat, wood and utilities. Stanley Scutt, Dept. 12, Phone Sidney 4112.

WANTED: Canoe, in good condition. Contact Fred Atkinson, Box 522, Sidney.

I wish to thank The Management of Scintilla for the lovely bouquet of flowers; also Depts. 29 and 30 for the contribution I received while a patient in The Hospital.
Kenneth Simmons, Dept. 30.

I would like to express my thanks and appreciation to The Management of Scintilla; also my many friends and co-workers in Dept. 38 and Small Parts Inspection for the lovely flowers, gifts and cards.
— Iva Hime.

I want to thank The Management of Scintilla for the lovely flowers I received while I was ill. I also would like to thank everyone who sent cards and gifts.
— Mary Spafard.

I wish to thank everyone at Scintilla for the beautiful fruit basket, flowers and check I received while a patient at the Robert Packer Hospital. It was truly appreciated. I also wish to thank everyone for the many cards and letters.
— Doris Terwilliger.

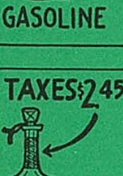
I wish to thank my many friends and co-workers who so kindly remembered me during my recent illness.
— C. Ginger.

THANKS IS SUCH A SMALL WORD . . .

Marjorie Fitzgerald and myself have asked for a corner of this SCINTILLATOR to thank all of you people who were so kind, making it possible for us to help Mrs. Doris Terwilliger in the Robert Packer Hospital in Sayre, Pa. It is not an easy thing to walk up to anyone and ask for money, but if each of you could have seen how much it was appreciated, then you could really see how just a little from each of you can mean such a lot to one person. We thank you all again.
— Dorothy Heiden.



The "Tax Bite"—what it Adds to Living Costs

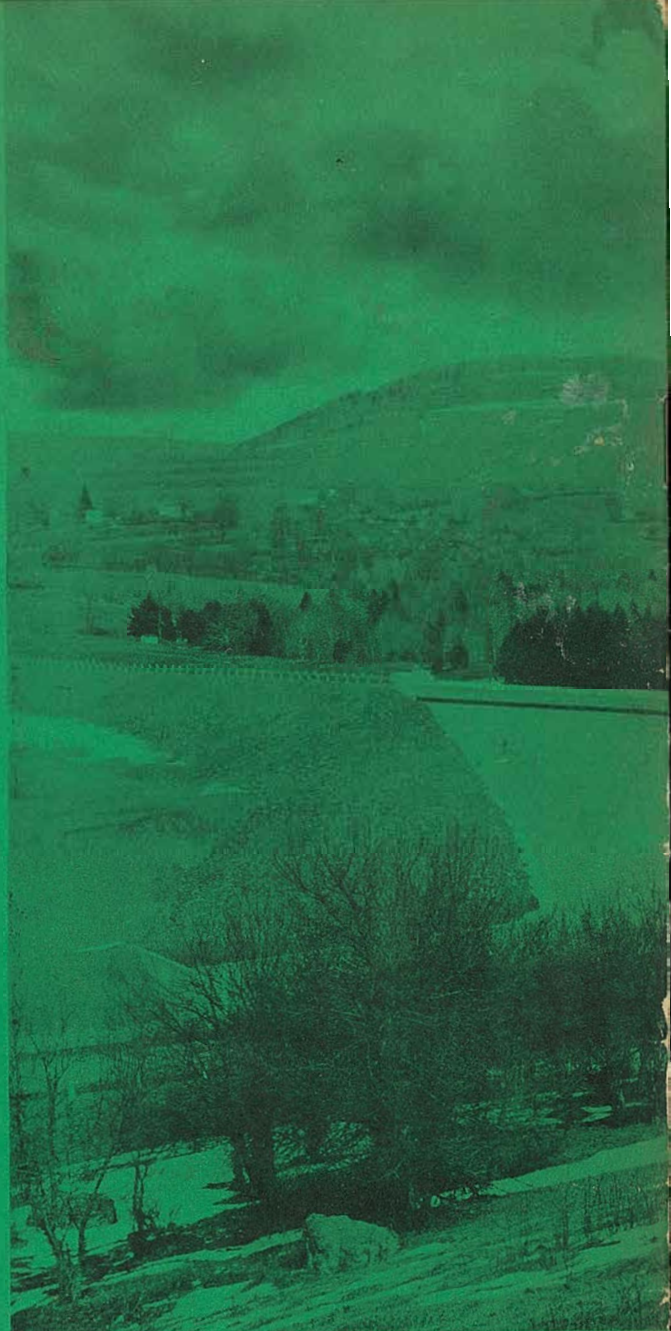
 TAXES 8¢ MILK 13¢	 TAXES 5¢ BREAD 10¢	 TAXES 11¢ CIGARETTES 8¢	 TAXES 20¢ MEAT 50¢	 TAXES 2¢ SOAP 5¢	 TAXES 18¢ BABY POWDER 29¢
 TAXES \$3 WHISKEY \$2	 TAXES 20¢ MOVIES 40¢	 TAXES 9¢ RECORDS 72¢	 TAXES \$2 TELEPHONE \$4	 TAXES \$70 TELEVISION \$400	 TAXES 16¢ CARDS 29¢
 TAXES \$3,000 NEW HOUSE \$7,000	 TAXES \$20 RENT \$40	 TAXES \$1.75 LIGHT \$3.25	 TAXES \$75 REFRIGERATOR \$150	 TAXES \$7 COAL \$13 (1 TON)	 TAXES \$1 CLOCK \$2
 TAXES \$700 AUTO \$1,400	 TAXES 11¢ GASOLINE 14¢ (1 GAL)	 TAXES \$3 TIRE \$15	 TAXES \$2.36 BATTERY \$15.59	 TAXES \$7 MOWER \$14	 TAXES 70¢ SHOVEL \$1.30
 TAXES \$2.25 R.R. TICKET \$12.75	 TAXES \$2.45 PERFUME \$9.75	 TAXES 50¢ HOSIERY \$1	 TAXES \$3 SHOES \$6	 TAXES \$5 PURSE \$10	 TAXES \$1.77 CAMERA \$11.23

Reprinted from the *Journal of the American* Tuesday, January 10, 1950

So long as the tax man takes anywhere from 10 to 60 per cent of what we spend, our enjoyment of a full American living standard must suffer. Those living on fixed incomes have already felt the pinch of the tax collector in reduced purchasing power. Those who are saving for their old age will feel it in years to come unless economy in government halts the wild uprush of inflation.

**1950 IS AN ELECTION YEAR —
USE YOUR VOTE WISELY**

EAST SIDNEY DAM



Melting snow and early spring rains late in March swelled Delaware County's tiny brooklets to flood stage, feeding larger streams and rivers an over-capacity load. To help avert damage, flood gates at East Sidney Dam were closed for the first time, fanning trapped waters out into the valley to form an artificial lake that extended more than a mile in length. Depth at the dam site, on the day this picture was taken, registered 67 feet on the markers. East Sidney Dam was completed last summer as a link in this area's flood control defenses.
