

The Scintillator

March, 1953



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BEHIND THE COVER

Bunnies and Easter eggs belong to a child's world, but it is a delightful experience for adults to warm their hearts in the reflected glow that radiates from children on such important occasions as the discovery of an Easter basket.

As far as the cover is concerned, the addition of words fails to tell more than is already revealed by the expressive features of our charming cover girl—so we'll leave well enough alone and simply relate the who, what, where and when.

What you are seeing is a preview of the scene that will be taking place on Easter morning at the home of Mr. and Mrs. Monroe P. Dixon in New Berlin. The little girl is their daughter, Lorraine.

Lorraine, at the age of eight, is not what you would call an amateur — for she has posed before her Dad's camera many times before. As you can see, she is very capable of conveying an idea in a truly professional manner. Her Dad is a member of the Photography Department and is also one of The Scintillator's staff photographers.



Scintilla people who were tuned to Radio Norwich on Sunday afternoon, February 8, heard Scintillator Photographer Norman C. Meagley air his views concerning centralization of the Norwich schools. Norm was a member of a panel which discussed the centralization question.



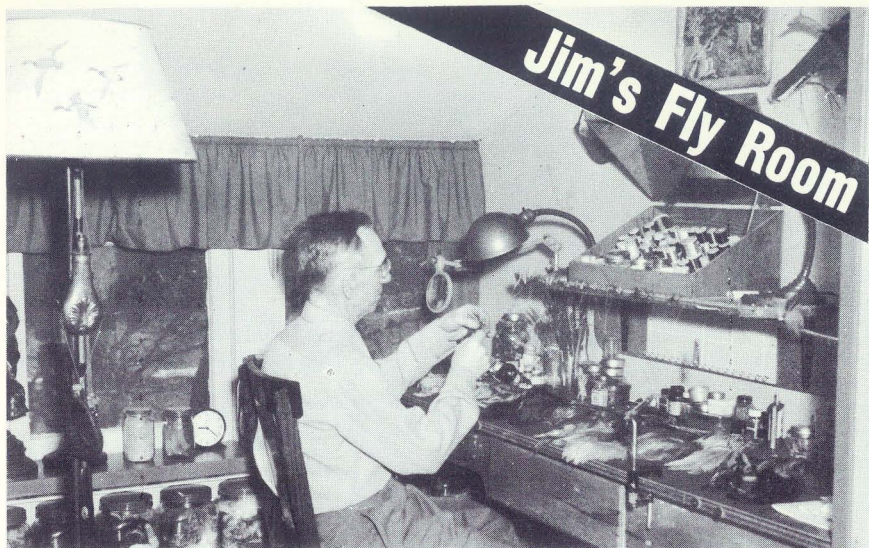
A familiar face has been missing from Department 81 since Fred Dibble retired on January 13th. Mr. Dibble, pictured at the left, has a service record of nearly 16 years with Scintilla, first coming here on April 15, 1929. Best wishes to you, Fred.

Since announcement of the Bendix TV purchase discount plan for Scintilla employees, many inquiries have been directed to Thomas Kreutz and Walter Schaeffer, personnel administrators who are in charge of the plan. Folders illustrating the new 1953 models are now available, and in the near future it is planned to have Bendix sets on display in the cafeteria.

Gil Knudson, assistant to the general manager and one of our local sporting car enthusiasts, walked away from the recent Sport Car Show in Binghamton with a feather in his cap. On February 22nd his entry, a Morris Minor, was awarded first prize for Class 1 Sport Cars. In addition to this, Gil also received Best in Show honors. Judging was based on general appearance and condition.

There couldn't be a finer location than the one chosen for the Scintilla display shown below. It is located at the Broome County Airport . . . a constant reminder to all air travelers of the important part Scintilla plays in contributing to the safety and efficiency of an air-minded world.





Pictured at the work bench in his Fly Room, Jim Greene ties a favorite pattern that he has found to be particularly appealing to local trout. Floor lamp at left of picture was made from his great-grandfather's muzzle loading shotgun.

***A man could spend
hours here and not
notice the time go by***

IN an attic retreat high above the swirling waters of the Susquehanna a large brown trout maintains constant vigil over a vast collection of several thousand flies. Here, at this pleasant Riverside location, a Scintilla man has feathered a nest with the exotic materials that are used in fly tying. He affectionately calls it his Fly Room.

The fly tyer is Supervisor Jim Greene, who has been whipping the trout streams of this area for the past forty-five years. He didn't get around to tying his own, however, until five years ago. Then he went into it in a big way, averaging about a thousand flies a year in the off-season months.

Although Jim has tied more than two hundred different patterns, he sticks by six favorites. These are the Gordon Quill, Ginger Quill, Light Cahill, Dark

Cahill, Gold Ribbed Hare's Ear, and Mallard Quill. If a skilled fisherman carries these, Jim maintains "he will get fish when there are fish to be had."

For the beginning fly fisherman, Jim recommends a #10 wet fly and a #12 dry. "And be sure to use a 7 to 9-foot tapered leader," he adds.

Many of the materials used in tying flies are hard to get, so Jim started raising chickens to get the exact color and type of feather desired. He raises several different varieties which he carefully crossbreeds to obtain choice hackle and neck feathers. When it comes to his hobby, Jim has the patience that most fishermen are endowed with. He has spent many months developing a special strain of Blue Andalusians, so that he will have a supply of feathers the exact shade of those required in tying the famous Gordon Quill.

Along with the feathers plucked from Jim's domestic fowl, one side of his Fly Room is lined with gallon jars

Continued on Page 18



Some of the men participating in Sidney's Civil Defense Program are shown here. You will recognize many of them as fellow Scintillites: Joe Bazata, Paul Ineich, Zane Rudibeau, Leland Miller, Myron Rettberg, James Philpott, Alex Steir, Ken Harris, Howard Tompkins, Robert Meehan, Arthur Riggs, Robert Crandall, Lou Wyss, Don Cumber, Bruce Silvernail, John Bussey, Carl Uhlig, John Spinelli, William Schmidt, Lewis Heburn, Gerald Walker, Jr., Bruce Miller, Frank Holley, Donald Payne, Carl Woytek, Frank Cower, and Roscoe Johnson.

Civil Defense Plans Honors for Scintilla

ONE of the most important public ceremonies ever to be held in Sidney will take place March 30th when State, county and village dignitaries pay tribute to Scintilla's "enthusiastic support" of the Civil Defense program. This was announced by Francis Parent, Director of Civil Defense in the Town of Sidney, who said "Civil Defense personnel plan to make this the biggest local event since World War II, when Scintilla was awarded the Army-Navy E." Pointing out that General Hubener, New York State Director of Civil Defense, will send a personal representative, Mr. Parent revealed that Scintilla will be presented with a certificate of appreciation from the State. Scintilla will also be awarded a special banner to fly on the plant's flag pole, he said.

The ceremony, scheduled to begin at 8:00 P. M., will be held in the Sidney High School auditorium. Because of the civic importance of the honor ceremonies, the Director of Civil Defense explained that every organization in the village has been invited to designate a delegation to attend. Mr. Parent said Civil Defense officials are particularly anxious to have a large attendance on the part of the general public. "We hope to fill the auditorium to capacity," he added.

In addition to witnessing the presentation ceremonies, villagers will hear a "hard hitting" address by one of the top ranking Civil Defense officials in the State. Plans outlined by Mr. Parent indicate that the entire program has been designed to provide a

Continued on Page 15

Sidney women are also taking an active part in Civil Defense activities. This group pictures Leona Parent, Lula Laraway, Virginia Alger, Nellie Pratt, Nina Curtis, Marjorie Fitzgerald, Louise Gill, Lorraine Georgia, Elizabeth Hovey, Virginia Norman, Beatrice Griswold, Lena Birdsall, Pearl Holbert, Edith Waldron, Edith Reynolds, Blanche Hunter, Gertude Butts and Elma Hathaway. Not present when photo was taken, but also members are Helen Brundage and Margaret Ward.



Scintilla Man Named Secretary of Bendix Suggestion Committee

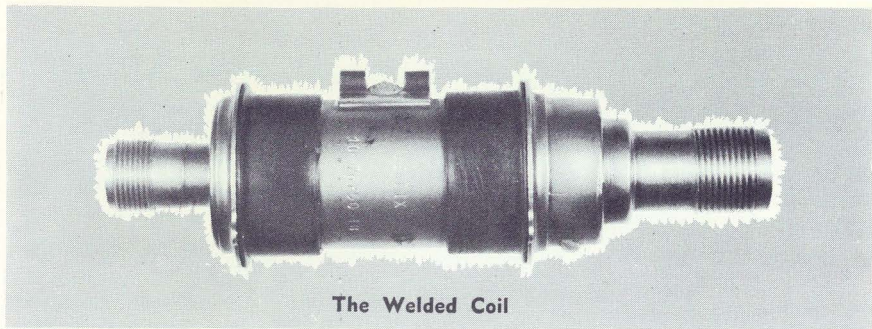
Carlton Dwight, training supervisor, has been elected secretary of the Bendix Aviation Suggestion Committee, it was announced last month following the close of the Corporation's third annual Suggestion System Conference at Bendix-Westinghouse in Elyria, Ohio. Mr. Dwight, who in addition to his training department responsibilities has charge of Scintilla's Suggestion System, represented this Division at the conference sessions which were held February 19-20.

The first day's conference program took place at the Hotel Carter in Cleveland, concluding with a dinner meeting at which M. A. Heidt, Bendix vice president in charge of industrial relations, was the speaker. During the afternoon session Mr. Dwight spoke on the topic of "What to Include in Your Annual Report to Achieve Uniformity."

On the following day conference activities were transferred to the Bendix-Westinghouse plant.

Since the organization of the corporation-wide committee three years ago, the total number of suggestions submitted each year by employees throughout the corporation has more than doubled. According to the committee reports, the total amount of awards paid to Bendix suggesters in 1952 was almost triple that of 1950, the first year of suggestion committee activities.

The purpose of the committee, composed of representatives from each of the Bendix divisions, is to stimulate and coordinate operations pertaining to the corporation's various suggestion systems, it was explained.



The Welded Coil

Quality Is A Must Requirement

THE High tension Ignition System of the Wasp Major R-4360 engine has two high tension coils in each magneto. There are seven magnetos on an engine; therefore, each engine requires 14 high tension coils. At take-off speed of an airplane, 5,600 sparks per minute are taken out of each coil.

The Low Tension Ignition System for the Wasp Major engine has 56 coils per engine. It follows that each coil has only to produce one-fourth as many sparks, or 1400/min. Electrically, therefore, the Low Tension coils are considerably less stressed.

However, these 56 Low Tension

Peg Lyons is shown here placing windings in mold, while Elizabeth Hume prepares mold. Both of these Scintillites work in Dept. 44. Coils come to them from Dept. 38 where they are wound.



welded coils are mounted on the top of rocker boxes near the extremity of the cylinders and are subject to much more vibration, temperature changes and maintenance abuse than the High Tension magneto coils which are sheltered within the magneto. Mechanically, therefore, they take a far worse beating.

Few people realize that the continuous functioning of the coil is dependent on not breaking a copper wire which is one mile long in 21,000 turns and has the thickness of a hair (.0025"), or not impairing the insulation which is fifteen 1/100,000ths of an inch thick. To vibrate such a delicately made coil and subject it to temperature changes is equal to an attempt to ruin it. Much engineering effort and development work has gone into making the welded coil. If they are made in strict conformance with specified procedure and with the required meticulous care, the coils will be able to stand this punishment.

To a coil of this kind, the saying "you cannot inspect quality into a product" applies.

It is impossible to have an inspector verify the grade of workmanship that went into the coil without destroying it. Therefore, we must trust that every operator does exactly as instructed; that he or she makes no short cuts of any sort, and that if a questionable coil,

either due to his own or somebody else's operation is discovered, that the coil be laid aside.

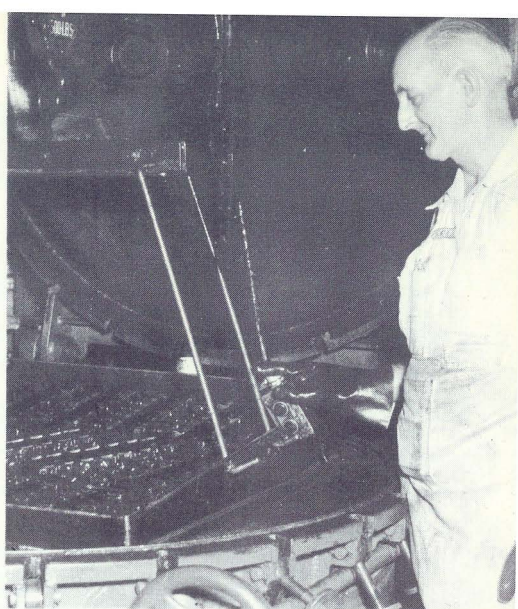
It is likewise not possible to cause coils to fail in our 8-hour endurance tests. Actually, the proof of whether a coil is satisfactory can only come after hours of running on the engine.

There are 56 coils to an engine and 4 engines to a commercial airlines plane, such as the Boeing Stratocruiser Model 377, or 224 coils per plane. These coils can be checked with the Ignition Analyzer for shorted secondary. If one of the 224 coils becomes defective, the plane may be held up for its exchange. One defective coil out of 224 is only one-half of one percent of the total. If we had one coil going bad of 1,000, every fourth plane could be grounded.

These figures forcefully show that the quality of the coil must be of the highest and that there must be a constant uniformity of workmanship to assure no failures at all.

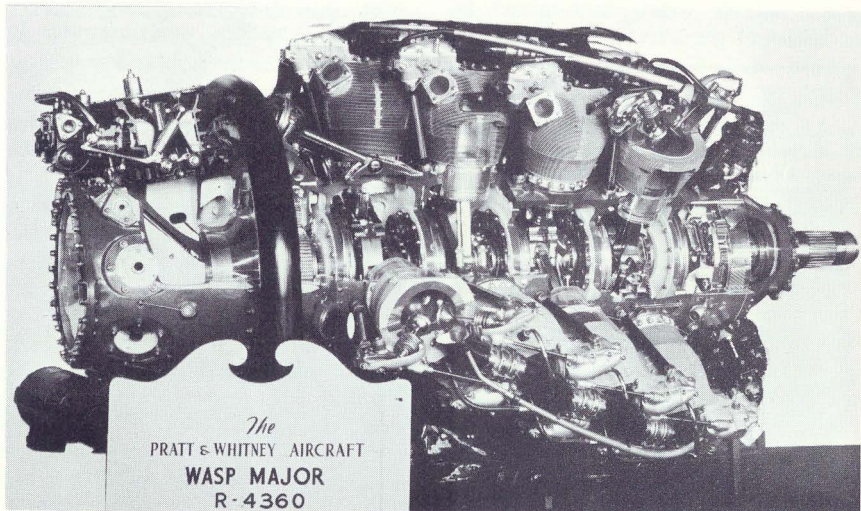
A year ago none of these welded coils were on order. Now there are over 100 people required to fill our orders and the orders are still increasing.

Employees of Departments 38 and
Continued on Page 8



Louis Potter of Dept. 44 is shown loading tank with coils which will be filled with impregnating compound. This is one of many steps involved in the production of welded coils at Scintilla. January Scintillator, which announced start of volume production, carried photos of several other welded coil operations in Departments 38 and 44.

Fifty-six welded coils are used in Scintilla's Low Tension Ignition System for the Wasp Major R-4360. Operational display of the Wasp Major shown here was on exhibit at Scintilla several months ago.



HAVE YOU MOVED?

Your correct home address is an important part of your personnel records at Scintilla, for it insures the prompt delivery of all company mail addressed to you. Therefore, whenever you change your address, always remember to report your new address to the Personnel Department. If you moved sometime ago and forgot to notify Personnel, please have your address corrected now. This will aid both you and Personnel.

A. W. DeChard Leaves Scintilla Will Live in New Jersey

A. W. DeChard, who has been associated with Scintilla for the past 23 years, recently resigned from his position as Aviation Sales Manager. The future residence of the DeChards will be at Shore Acres, N. J.

Mr. DeChard, who started his Scintilla career as a member of the Engineering Department, has served this Division in many responsible capacities. He was named Sales Manager in September, 1945. Prior to his departure from Scintilla his associates presented him with a personalized photograph album which highlighted his activities of the past 23 years.

Supervisor Harold Pendorf of Dept. 92 explains operation of Scintilla jet unit to Lt. Garold Beck, the speaker at this month's Supervisory Forum meeting. From l. to r.—Mr. Pendorf, Gary Gray, Forum president; Dick Warring, program chairman; Chuck Hardman, and Lt. Beck.



QUALITY COILS From Page 7

44 have had an opportunity to receive these explanations in a meeting in the Factory Manager's Office and they have responded in their work attitude to the extent that we have had few failures in the field.

Korean Jet Pilot Speaks at Supervisory Forum Meeting

Members of the Scintilla Supervisory Forum coupled their regular monthly meeting with a chicken dinner at the Sidney American Legion on Thursday evening, March 5th.

The guest speaker of the evening was Lt. Garold Beck of the U. S. Air Force. Lt. Beck, who is a jet pilot, is a veteran of Korean combat. Gary Gray, president of the Forum, presided at the meeting.

According to Dick Warring, program chairman, members of the Forum will set their sights on a unique type of quiz program in April. At this meeting panel members from Sales, Service, Production, Engineering, Personnel, Quality Control, Accounting, and General Management will answer questions pertaining to Scintilla.

... 30 Years With Scintilla



General Manager George E. Steiner, left, presents a 30-year service award certificate to Walter Spengler, executive engineer.

Executive Engineer Walter J. Spengler last month became the second man to complete thirty years of service as a member of the Scintilla organization. In recognition of the event he was honored at a gathering of his associates in the General Manager's Office on Monday morning, February 23rd. His actual anniversary occurred the day before on Washington's birthday.

Among those present when General

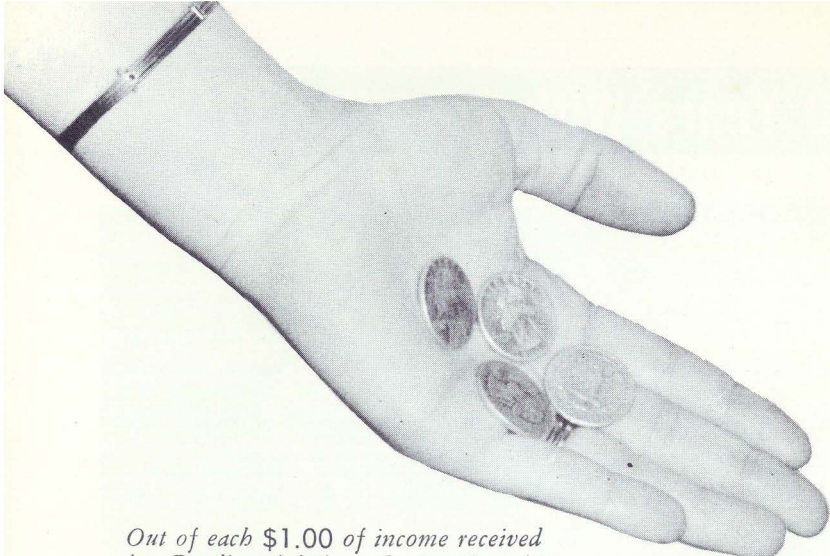
Manager George E. Steiner presented Mr. Spengler with an illuminated 30-year certificate were O. W. Hitchcock, quality manager; E. M. VanName, staff assistant to the general manager; W. S. Campbell, assistant service manager; Donald S. Jones, director of industrial relations; H. C. Walters, chief engineer; T. Z. Fagan, director of sales and service; Walter Michel, factory manager; and W. A. Uline, general sales manager.

Reproduction of Mr. Spengler's 30-year certificate appears below.



The new thirty year man's associates paid tribute to his modesty and complimented him for his many achievements at Scintilla. Mr. Spengler, the engineering member of the original quartet of men who sparked the beginning of Scintilla in this country, has progressed with the growth of the company through the years. Today he directs all of Scintilla's extensive engineering operations.

A Jet Bomber flying 600 m.p.h. develops the equivalent of 55,680 h.p.



*Out of each \$1.00 of income received
by Bendix Aviation Corporation in
1952 . . .*



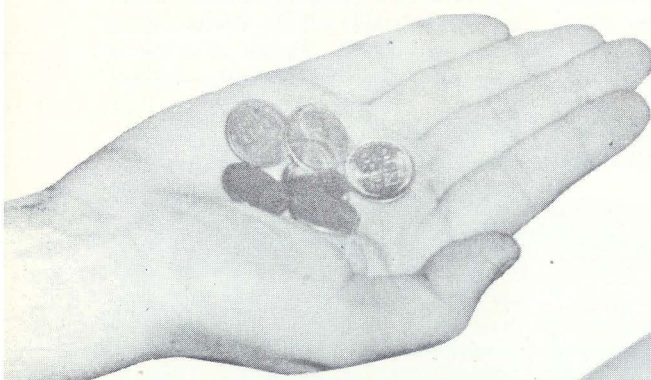
*43.2c went
chased . . .*

Bendix Hits Stride in Defense Program

FOR the second consecutive year Bendix Aviation Corporation increased its output by approximately half-again as much as the previous year, Malcolm P. Ferguson, president, advised stockholders in the company's recently released Annual Report for the fiscal year ended Sept. 30, 1952.

He reported sales of \$508,701,892, against \$340,540,415 in 1951.

The 49 per cent sales increase, following a gain of 55 per cent the year before, reflects, Mr. Ferguson said, the fact that Bendix "has struck its stride in production for the large-scale

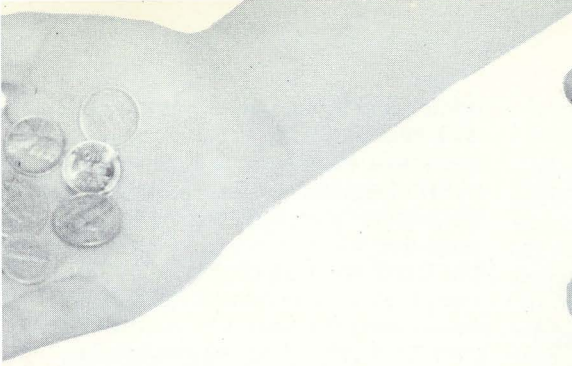


*1.8c was reinvested in the
ness . . .*



*6.9c went for federal income and
excess profits tax . . .*

*1.2c
bolde*



for materials pur-

10.4c went for special tools, operating supplies, sundry taxes and other costs . . .

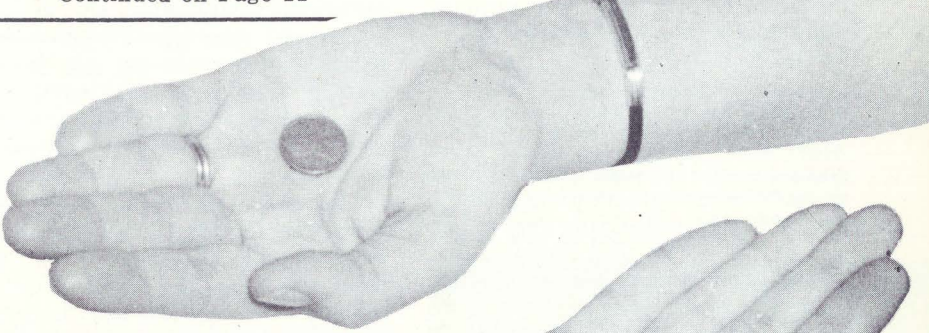
military buildup, while continuing to provide in quantity the products needed by its civilian customers. Bendix employees can take pride in the backing they have given our troops since eight out of every ten hours of production was devoted to the defense effort."

Net income also rose to \$15,295,159

Continued on Page 12



35.5c went for wages and salaries . . .



1.0c was set aside to replace worn-out facilities . . .



was paid in dividends to stock-
s . . .

BENDIX HITS STRIDE

from \$11,818,600 in the preceding fiscal year, but this rise in earnings was at a smaller rate than the rise in sales, Mr. Ferguson said. He explained that these earnings amounted to three cents on each dollar of income as against three and a half cents in 1951. Of total sales, 79 per cent were to the Government as compared with 65 per cent defense sales the previous year.

Taxes Take 70%

Bendix' total direct tax bill was \$41,860,693. Of this, \$35,365,813 were federal income taxes which took 70 per cent of all earnings before taxes. Federal taxes on income were paid in the largest amounts and at the highest rates for any year other than those during World War II.

"This severe tax burden," Mr. Ferguson said, "really falls upon all of us—stockholders, employees and customers. Over the long term a successful business must recover all of its costs in its sales prices and have satisfactory earnings left over to plow back into the business for tools, machinery and development," he added. "If costs, including taxes, prevent such earnings, stockholders and employees both suffer."

During the past seven years Bendix has spent over \$51,000,000 for plant expansion, improvement and replacement — and a large part of these funds have come from earnings plowed back into the business, the Report said. If present tax rates had prevailed during all of this period, such a program would have been impossible without outside financing.

Dividends paid to stockholders from 1952 net income amounted to \$6,352,359 or one and two tenths cents per dollar of income. Bendix has 27,553 stockholders who own an average of 77 shares each.

The company spent \$11,128,000 of its own funds on plant expansion in

1952 and earmarked another \$10,000,000 for further expansion.

Many New Products Introduced

Mr. Ferguson pointed out that the Corporation is engaged in a great many programs which are highly classified, but listed these highlights among the company's contributions in the aircraft field during the year:

New fuel controls for turbo-prop engines; jet ignition plugs and fuel nozzles; after-burner fuel pumps; improved Navy autopilot systems for range flying and for high-speed aircraft; volume production of a unique jet starter—typewriter-size but packing almost as much power as two Cadillacs—which greatly reduces time required for squadrons to get in the air; superior low-tension ignition systems for commercial transports; development and production of new Autosyn synchros in great quantity; volume output of Bendix-Scinflex vibration-proof, moisture-proof electrical connectors; Bendix-Skinner filters, of which over 350 types are built to filter at flow rates from one gallon to 5,000 gallons per minute; improved radio communication equipment of many types and a number of improved devices for over-ocean navigation.

Aircraft sales in 1952 were \$339,000,000, or 67 per cent of total volume, Mr. Ferguson said, while automotive product sales totaled \$76,000,000 or 15 per cent of the company's business.

Largest volume automotive items were brakes, starter drives, carburetors, power-braking equipment and car radios. A substantial expansion of capacity was needed for hydraulic power-steering units, which won wider adoption in the auto industry during the year.

Employment Tops 42,000

Bendix had 42,802 employees on Sept. 30, 1952—10.6 per cent more than the year before. The payroll amounted to \$180,749,564, up from \$144,016,014 in 1951, and required

35 and a half cents out of every dollar of income taken in by the company. The payroll figure for 1952 includes \$8,000,000 for vacation and holiday pay, and the company's payments under its employee pension and group insurance plans were \$5,970,000 for the fiscal year.

"Bendix employees again have demonstrated their ability in achieving the high performance required of us," Mr. Ferguson told stockholders in the Annual Report. "The magnitude of the job they have done during the past fiscal year was such as to require a special word of appreciation. Speaking for the board of directors and for the stockholders, I want to commend these loyal and able Bendix people for a difficult job well done."

Sees Heavy Defense Work

Looking toward the future of Bendix, Mr. Ferguson stated that the peak of the present military procurement program appeared to be in sight for mid-1953 but that until the completion of the 143-group Air Force in mid-1955 defense work will continue to be heavy.

Mr. Ferguson pointed to growing opportunities for commercial application of the company's technical advancements. Commercial aviation, he pointed out, passed a milestone during the year when for the first time more people entered and left the United States by air than by all other forms of transportation. He pointed to the increased use of helicopters to supplement conventional aircraft, the growing market created by the use of the business airplane and the long range jet transport field, in which, Mr. Ferguson said, "the United States does not propose to take second place to any country." Bendix produces a long list of products which are basic to aircraft performance.

The automotive industry, Mr. Ferguson added, "appears to be on the threshold of a new era." This would come about, he predicted, through

intelligent solution of the highway problem — easing traffic congestion for the 45,000,000 vehicles now on the road and making room for more.

AIEE Publishes Paper by Carleton Maylott

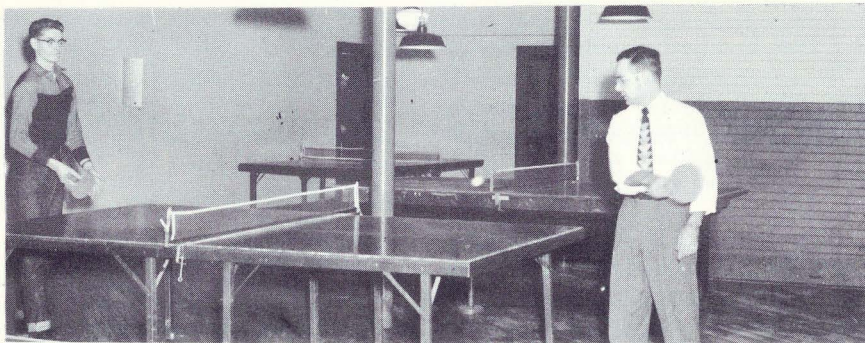
The January 1953 issue of *Communication and Electronics*, a bimonthly publication of The American Institute of Electrical Engineers, contained a 12 page paper on "Radio Interference Control" by Carleton F. Maylott, assistant chief engineer — research, of Scintilla.

This paper was presented at the Fall General Meeting of AIEE at New Orleans, La., on October 16, 1952. It was based upon the author's long experience with radio interference problems, especially in radio shielding and filtering ignition systems.

Reprints of the paper have been obtained for distribution to interested engineers at Scintilla and elsewhere.

The Rose Room was the scene of a party attended by 2nd Shift personnel of Dept. 42 on the evening of February 1st. The 25 couples present enjoyed a spaghetti supper and later viewed travel movies taken by Supervisor Rene Pittet. Mrs. Pittet was presented with a bouquet of flowers. Photo here was taken by Eddie Pyer, Dept. 99, and shows an overall view of the group.





Scintillite Charles Mattison of Dept. 99 engages Wes Carpenter in a ping pong battle at the Recreation Center. Charley, who works the 2nd Shift, is shown at the right.



Don Cary

Recreation for All

RECREATION to fit the needs of everyone is the aim of Don Cary, Sidney's popular Director of Recreation. Close to 1,500 young people and adults take part every week in the large scale program he supervises at the Recreation Center. And the program is continuously expanding, as more and more adults become aware that they also are welcome to use the Center's facilities.

Once a skating rink—and a U. S. O. Club during the war—the Recreation Center today is headquarters for fun and relaxation in Sidney. Thirty different organizations use the building for

Center is Headquarters for Fun and Relaxation

meetings and social events. Such varied activities as ping pong, pool, billiards, dancing, archery, weight lifting, boxing, shuffleboard and chess, however, are the magnets which draw Sidney's young people. After school and in the evening the Center is a beehive of organized recreation.

When they are at the Recreation Center, Sidney's young people are in capable hands—for Mr. Cary has an extensive background in youth work. A graduate of Springfield College, he has a Bachelor's Degree in Recreation. For three years he taught swimming for the Brunswick (Me.) Chapter of the Red Cross. In addition to this he has had considerable camping experience, having held positions as program director, waterfront director and associate camp director.

One of the unique features of Sidney's Recreation Center is the Teen Age Council which was organized shortly after Mr. Cary's arrival in Sidney last October. This, the governing body of teen agers using the Center, is designed to give the young people a democratic share in the responsibility and administration of their recreational activities.

Along with the various recreational

activities, the young people are being encouraged to organize and develop different clubs in which there is an interest. A recently organized Junior Sportsman's Club is now going strong, and plans are under way to start a Dramatics Club very shortly.

Besides Mr. Cary, the Recreation Center comes under the supervision of a Recreation Committee appointed by the Mayor. At the present time this consists of Harry Lewis, chairman; M. Ostrander, secretary - treasurer; Keith Clark, Carl Kuebler, and Gladys Lapham.

More than three million engineering hours went into the design of a late model Air Force Bomber.

The landing gear alone on a modern Navy carrier plane weighs more than an entire Navy fighter plane of the 1930's.

The first ring neck pheasants were imported into this country by Richard Bache, who married the daughter of Benjamin Franklin.

Small business has grown faster than the population of this fast growing country. Since the year 1900, the population has gone up 92%—but the number of small businesses has increased by 140%.

CIVIL DEFENSE From Page 5

colorful and interesting evening for those who attend.

The Civil Defense Director early this month commended Scintilla, pointing out that Civil Defense needs "have never been turned down" by this Division. "And we have made many requests," he said.

Mr. Parent cited Scintilla for aiding in the recruitment of Civil Defense personnel and reimbursing employees who have taken part in test alerts. He also called attention to the organizational setup of Scintilla's plant protec-

tion group, terming this operation as excellent. "It is fitting that we salute Scintilla for the patriotic part they have undertaken in support of Civil Defense," he said.

Mr. Parent, himself a Third Shift Scintillite, directs the activities of local Civil Defense personnel, many of whom also work at Scintilla. His Executive Group includes Warren Nichols, chairman; Clarence Unverferth, assistant director; and the following members of the Board of Directors: E. M. VanName, Harry Dickinson, Ralph Beames, Archie Spencer, William Meehan, Howard Osborne, George Sloane, and Russell Quackenbush.

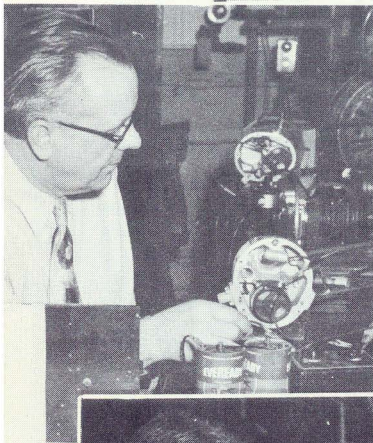
Executive Group in local Civil Defense setup includes these members: Warren Nichols, chairman; Archie Spencer, fire chief; Raymond Loomis, assistant director in Sidney Center; Francis Parent, director; Charles Albert, head of welfare, Town of Sidney; George Sloane, village board representative; Marvin Green, group leader; Bill Meehan, assistant to the director; Norman Flathers, group leader; Lyle Murray, group leader, and Clarence Unverferth, assistant director. Also pictured in this photo are Herbert Chamberlain, Delaware County Director, and Frank Slawson, chairman of the Delaware County Board of Supervisors. (Russell Quackenbush, village board representative, was not present for photo.)



Climbing

Scintilla's Ladd

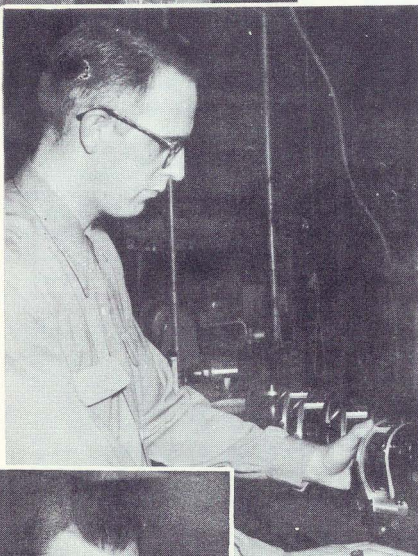
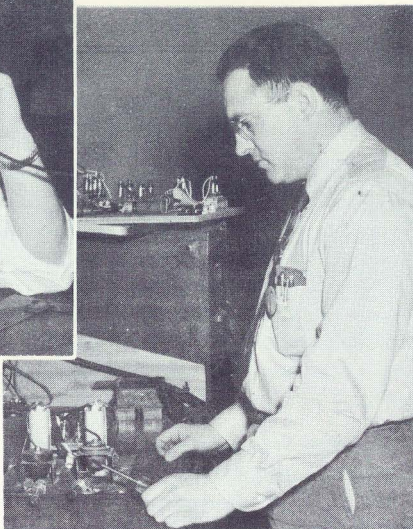
Chester Chalmers



Bruce Jenkins



Paul Blackington



Kenneth Kimball



Fred Kulze

The following promotions have been announced at Scintilla recently:

Arthur R. Rudolph, Dept. 100 — Assistant Quality Manager.

Fred Kulze, Dept. 100—Supervisor.

Warren Sargent, Dept. 100—Supervisor.

Bruce Jenkins, Dept. 100—Supervisor.

Richard Graham, Dept. 100—Foreman.

Frederick Boardman, Dept. 100 — Foreman.

Douglas Conklin, Dept. 100—Foreman.

Ellsworth Griffin, Dept. 100—Foreman.

D. B. Morse, Dept. 90—Engineering Manager, Western States.

Kenneth Kimball, Dept. 100—Foreman.

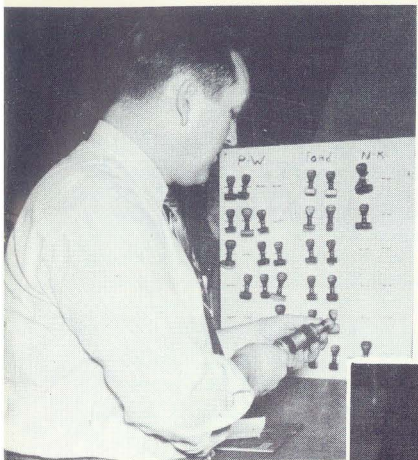
Ronald Lias, Dept. 91—Project Engineer—Research.

Paul Blackington, Dept. 91 — Project Engineer—Research.

Chester Chalmers, Dept. 91 — Project Engineer—Research.

Whitfield Smith, Dept. 91—Project Engineer—Research.

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Frederick Boardman



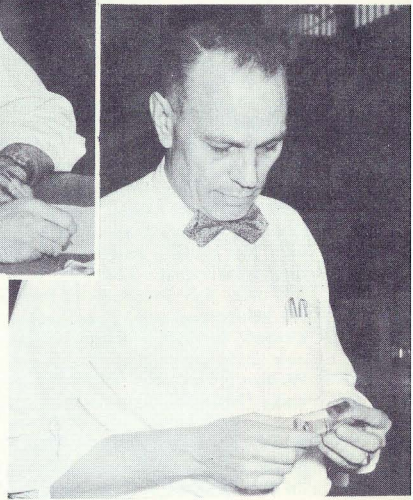
Whitfield Smith



Richard Graham



Arthur Rudolph



Douglas Conklin

Ronald Lias



Ellsworth Griffin



Warren Sargent



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: A. B. Dick Mimeograph; self feeding, automatic, motor driven. Cost over \$500; sale price \$150. Emil Hunecke, Phone Franklin 22R2.

FOR SALE: 1951 Ford truck F-6, four new tires, 2-speed axle; in excellent condition. J. Gillette, 119 Chestnut Street, Oneonta.

FOR SALE: Farm consisting of 160 acres, new barn, partially built bungalow; good location in Morris. \$1,000 down. Contact J. Gillette, 119 Chestnut Street, Oneonta.

FOR SALE: The following articles: 14' boat canvas, like new, \$15.00; 5-power field glasses with leather case, \$25.00; child's peddle type fire truck, like new, cost \$24.00, will sell for \$17.00; 5.5 Evinrude outboard motor, 40 hours on it, \$135.00; Cunningham garden tractor with cultivators, brand new 2 h. p. motor, \$175.00. Leon C. Waters, Oneonta R.D. 1, Good Year Lake, Milford Center, N. Y.

FOR SALE: 1900 Washing Machine, in good condition; also Baby Tenda and kitchen cupboard (suitable for china closet). Gertrude Harvey, Phone Otego 2314, mornings only.

FOR SALE: 1951 Henry J, only 5500 miles, 7 tires, heater; to settle estate. Howard Fell, Phone Guilford 6-2104.

FOR SALE: Full size baby crib and mattress, natural wood finish, in excellent condition; also child's car seat. J. T. Lansing, Phone Sidney 3311.

FOR SALE: Furnace, in good condition; reasonably priced. Phone Unadilla 2358 after 5:00 p. m.

18 FOR SALE: Seven Room House, located

on main highway in Center Village next to store. Hot and cold water, bath, and new furnace; \$5,000. We are asking \$2,000 down. Mrs. Mary Barrows, R.D. 1, Afton. Phone 5-1738.

FOR SALE: Deluxe "Star" heavy duty stainless steel boat; 14 ft. long, 52 in. wide. Four seats and flotation chambers. Weight 250 lbs. Condition excellent; O.B.C. certified 1 to 16 h. p. motors. K. A. Aitken, Phone Unadilla 3711.

FLY ROOM From Page 3

containing feathers and fur from virtually every type of bird and animal. All of these are carefully protected by moth balls, for Jim admits that he gets almost as much kick out of collecting the materials as he does in using them.

In addition to the brown trout on the wall, a floor lamp made from his great-grandfather's muzzle loading shotgun also gives atmosphere to the room. Aside from these adornments—and two stuffed quail encased behind glass—the rest of Jim's Fly Room is devoted to the materials and tools he works with. It is a fascinating place and the view from the two double windows is especially fine. A man could easily spend hours here without noticing the time go by.

I wish to thank The Scintilla Management for the basket of fruit which was sent to me recently. I also wish to express my appreciation to the members of the Engineering Department for the flowers and cards which were sent to me during my illness, and I want to thank my friends who visited me in the hospital.—Edwin R. Waters.

I wish to thank The Management for the basket of fruit which I recently received and also my co-workers for their cards.—Ralph Lee.

The family of William J. O'Hara acknowledges with grateful appreciation your kind expression of sympathy.

We wish to express our sincere thanks to our friends and co-workers in Dept. 43 and the Engineering Dept. for the beautiful baskets of flowers sent for the funeral of our dear Mother.—Ada Silvernail, Engr. Dept., and Milton Schuman, Dept. 43.

I wish to thank the Inspection and Production workers in Dept. 31 and all of my friends outside of Dept. 31 for the lovely gifts, flowers and cards which were sent to me during my stay in the hospital.—Gladys Lapham, Dept. 99.

Mobilization of the Mail

WHENEVER something new makes an appearance on the Scintilla scene, there's bound to be plenty of comment — and the recent mobilization of inter-departmental mail deliveries was certainly no exception. To prove our point, here's a sampling of the commentary that resulted when Scintillites caught their first glimpse of the new mail carts last month:

What a lovely baby!

What's this, the Nursery Department?

Now you can carry the big packages in.

That's a good idea.

Oh, for heaven's sakes. What did you do—steal that at the supermarket?

That's what I need.

How's the baby this morning?

Pretty cute!

Get a harness on it.

Better paint that red so we can see it better.

Well that's a lot better than carrying it.

What have we got today?

Isn't that the gadget?

You should have one with a motor so you could ride.

No riders on that, hey?

Well look at that . . . they've got a pushmobile.

What have you got?

Have any hitch hiking troubles?

Twins or triplets? This is the latest, huh?

No wonder we can never find one in the store.

Big deal!

What foolishness is that?

That's cute!

Going to keep 'em? Joy!

No riding, huh?

You got a license to drive that thing?



These girls see that Scintilla's mail gets through. New carts similar to those used in super markets provide wheels for inter-departmental mail deliveries and save girls from carrying bulky magazines and letters. From l. to r.—Freida Manwarren, Janet Wilber, Barbara Harrington, and Betty Hulbert.

Salute to Service..

Celebrating Ten Years of Service With Scintilla

Name	Dept. No.	Anniversary Date
Harrison L. Stewart	11.....	February 4
Claude A. Smith	11.....	February 7
John D. Esolen	11.....	February 10
Albert M. Kothe	26.....	February 23
Loris B. Emerson	27.....	February 26
Ross E. Morenus	31.....	February 24
Sheldon R. Richard	33.....	February 9
Margaret F. Page	42.....	February 4
Grace A. Bodiot	44.....	February 24
Donald R. Cleaver	47.....	February 17
Kathryn P. Gossoo	47.....	February 22
Theresa M. Malochleb	47.....	February 15
Anna Lee White	48.....	February 22
Durward J. Wright	48.....	February 8
Pearl H. Holbert	99.....	February 11
William G. Latus	49.....	February 9
Clarence B. Unverferth	70.....	February 5
Eleanor S. Landon	73.....	February 1
Clyde D. Murphy	87.....	February 28
George C. Jordan	90.....	February 7
Flora L. Jackson	91.....	February 28

SCINTILLA MAGNETO DIVISION
BENDIS AVIATION CORPORATION
P. O. Box 188
SIDNEY, NEW YORK, U.S.A.

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