

THE SCINTILLA Coverage



Plea Made
At Dinner
For Scintilla

Wilson Asks

la Plans World
Dinn lry

ictured above gave Scintilla a thrilling
epublic Aviation Corporation Photo

Scintilla Aerial morating Year in Sidney



NOVEMBER -

1950

THE SCINTILLATOR

PUBLISHED MONTHLY BY
SCINTILLA MAGNETO DIVISION
OF
BENDIX AVIATION CORPORATION
SIDNEY, NEW YORK
G. E. STEINER, General Manager

OFFICERS OF
BENDIX AVIATION CORPORATION
M. P. FERGUSON President
W. H. HOUGHTON Treasurer
H. A. GOSSNER Secretary

Vol. IX November, 1950 No. 5

MANAGING EDITOR E. M. VanName
Staff Assistant to the General Manager
EDITOR Denny Crandall

PHOTOGRAPHERS Harry Earl
Norman Meagley

CONTRIBUTORS
Employees of Scintilla Magneto Division

It is often surprising to find that heights
may be obtained merely by remaining on
the level. — *Sunshine Magazine.*

CANADIAN "HONKERS" (Photo Credit
— Washington Comm. Co. from Bureau of
Reclamation.)

Behind The Cover

The nation's leading scientists were baffled last week by new outbreaks of an undiagnosed malady that is sweeping the country in epidemic proportions. Entire segments of the population are reported to be afflicted in varying degrees by the disease. Medical authorities, proceeding cautiously, have tentatively identified it as **FOOTBALL FEVER**.

According to reports, the condition seems to be aggravated by brisk weather and reaches a peak on Saturday afternoons. The nervous system is affected and accompanying chills are not unusual. A tingling in the blood stream is often noticeable. Persons afflicted with the fever re-

spond with mixed emotions to various stimuli such as cheering crowds, waving pennants and marching bands. Climactic stages of the disease can often result in near heart-break, or extreme ecstasy.

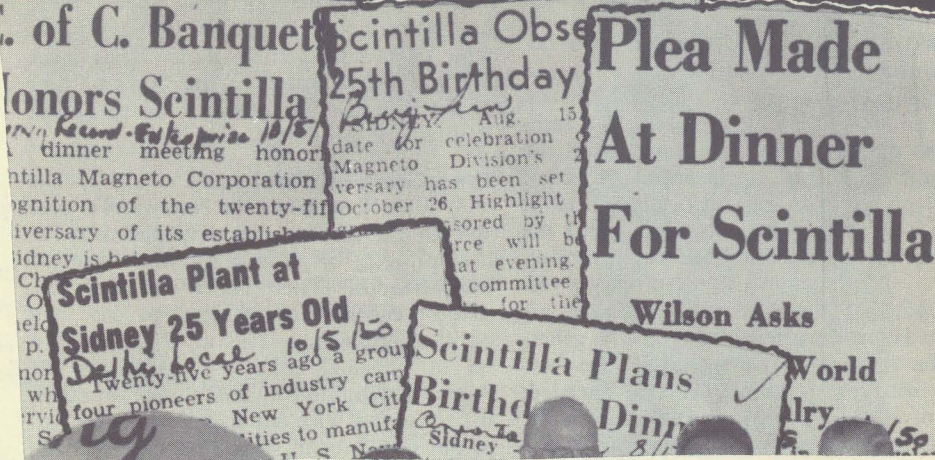
After-effects, medical men warn, often include hoarseness and runny nose, depending on the extent a person has been exposed. Nearly everyone recovers they report, but a relapse can be expected.

(Editor's Note: If this month's **SCINTILLATOR** cover catches your eye, you're suffering from **FOOTBALL FEVER**. Our Cover Girl is Janet Sands, one of Sidney Central's secret weapons on the gridiron this fall. Janet



and all the other cheer leaders across the nation's football network — along the sidelines everywhere — play a big part in this, the country's most colorful sport. Cheers to all of you!

Anniversary Wide Coverage



Republic F84E Thunderjets, like the one pictured above gave Scintilla a thrilling "aerial salute" that will never be forgotten. Republic Aviation Corporation Photo

Jets Thunder an Aerial Salute, Commemorating Scintilla's 25th Year in Sidney

Hundreds of Scintilla employees and village residents glued their eyes to the sky Friday afternoon, October 6th, as two jet fighter planes — streaking through the "blue" at an approximate speed of 600 miles per hour — roared an "aerial salute" in commemoration of Scintilla's first quarter-century of progress in Sidney.

The Republic F84E Jets, built by Republic Aviation Corporation and equipped with Bendix-Scintilla products, flashed above

the plant like twin bolts of lightning, symbolizing the unveiling of a new era of progress for Scintilla and Bendix Aviation Corporation. They covered the distance from the Farmingdale, Long Island, firm to Sidney in 13 minutes.

A Proud Day

It was a proud day — one far removed from Scintilla's earliest operations in Sidney — for this Division of Bendix Avia-

(Continued on page 4)

This group was introduced as "charter members of Scintilla in Sidney". All are members of Scintilla's 25-Year Club. Standing, from l. to r.— Ralph Cumber, T. Z. Fagan, Glen Fical and E. M. VanName. Seated— G. E. Steiner and W. J. Spengler. Herman Hanni, also a 25-year member, was unable to attend due to illness.



THE SCINTILLATOR

PUBLISHED MONTHLY BY
SCINTILLA MAGNETO DIVISION
OF
BENDIX AVIATION CORPORATION
SIDNEY, NEW YORK
G. E. STEINER, General Manager

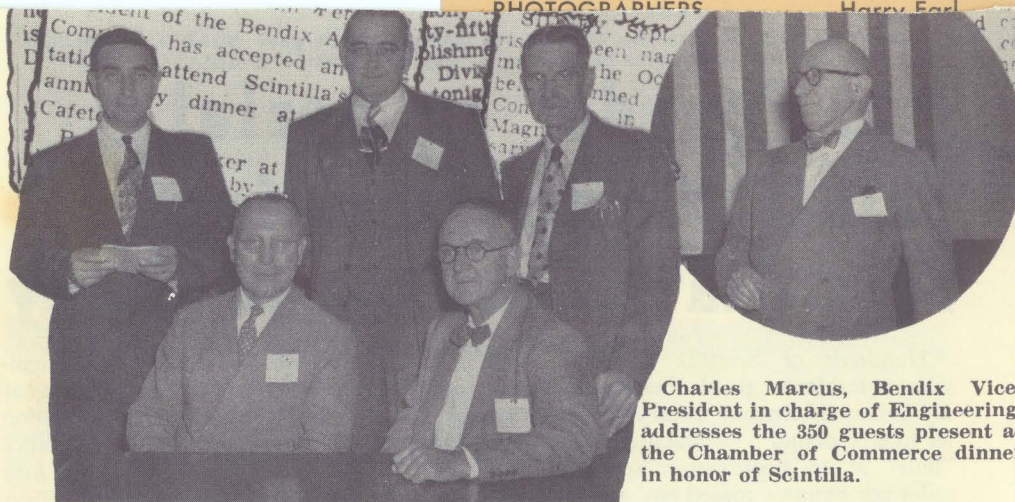
OFFICERS OF
BENDIX AVIATION CORPORATION
M. P. FERGUSON President
W. H. HOUGHTON Treasurer
H. A. GOSSNER Secretary

Vol. IX November, 1950 No. 5

MANAGING EDITOR E. M. VanName
Staff Assistant to the General Manager
EDITOR Denny Crandall

PHOTOGRAPHERS

Harry Earl



Charles Marcus, Bendix Vice President in charge of Engineering addresses the 350 guests present at the Chamber of Commerce dinner in honor of Scintilla.

Eugene E. Wilson, main speaker at last month's Chamber of Commerce Dinner honoring Scintilla, poses with others taking a prominent part in the celebration. Seated, from l. to r. — Mr. Wilson and T. Z. Fagan, Advertising Manager, who, in Scintilla's earlier days, "sold" Mr. Wilson, then Chief of the Engine Section of the Navy Bureau of Aeronautics, on the finer points of the Scintilla magneto. Standing—Rev. Robert P. Kellerman, toastmaster; Stewart Morris, vice-president of the Sidney Chamber of Commerce; and Glen Fical, Assembly Dept. Group Leader who is Scintilla's oldest (in years of service) production worker.

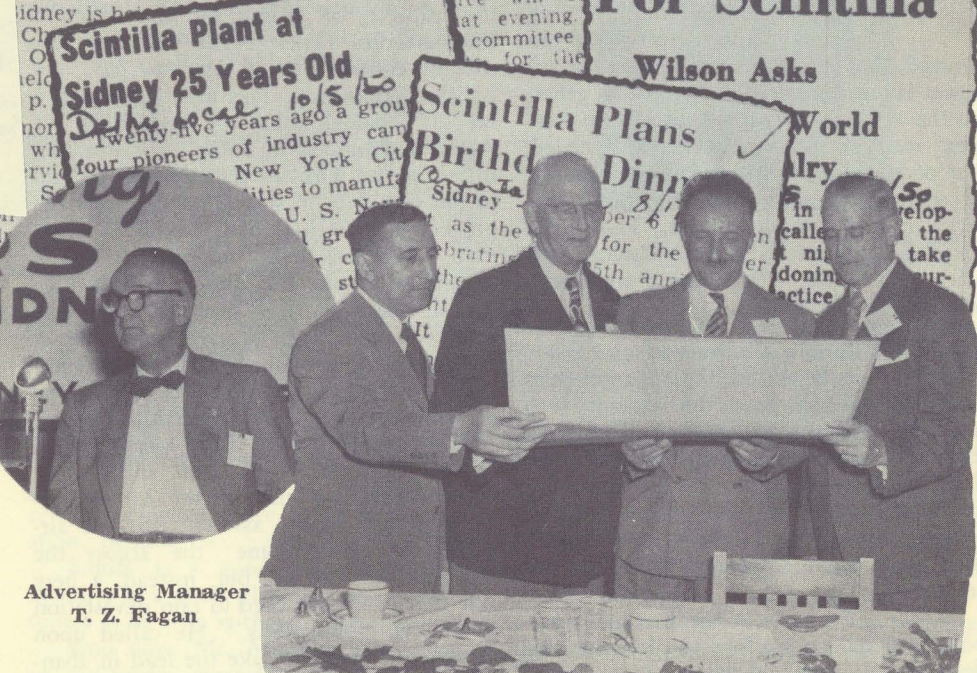
The event received wide coverage in area newspapers. A portion of the clippings are reproduced here.

tion Corporation. The "aerial salute" was followed a few hours later by a "community salute" during a Chamber of Commerce dinner celebration in the Scintilla cafeteria. Approximately 350 Southern Tier industrialists, Scintilla officials and employees, and Sidney civic leaders attended.

The principal address, portions of which follow, was given by Eugene E. Wilson, a leading figure in the development of the

Anniversary Wide Coverage

... of C. Banquet Scintilla Observed
25th Birthday
Plea Made
At Dinner
For Scintilla



Advertising Manager
T. Z. Fagan

Presentation of a plaque, commemorating Scintilla's 25th anniversary in Sidney, was made to General Manager G. E. Steiner by Myron Kipp, veteran Sidney merchant, on behalf of the Sidney Chamber of Commerce. The group above examines artist's drawing of the plaque which is now being cast. From l. to r. — Thomas J. Mirabito, Chamber President; Mr. Kipp, Mr. Steiner, and Bendix President Malcolm P. Ferguson.

aviation field and author of the book, "Slipstream."

Scintilla Foreign Born

"Scintilla resembles many of our most substantial citizens," Mr. Wilson said, "in that it was foreign born. Like them, too, it has flourished in the climate of individual liberty. However, in transplanting this enterprise, there were problems. Back 25 years ago, American aviation was but a rickety infant at best.

"Men took it for granted that, if it survived at all, the government would have to do all the doctoring. The dictum was accepted by all save a minority in the Navy Bureau of Aeronautics. This group, having witnessed the blight inherent in a government monopoly, and having experienced the creative force of competition in private industry, determined to stake the future of naval aviation on the idea of

(Continued on page 6)

SCINTILLA ANNIVERSARY

(Continued from page 5)

Government-Industry teamwork.

Bucking a Trend

"We realized this meant bucking a trend. Government agencies had even then begun to reach out for power and to build up their empires at public expense. We technicians did not concern ourselves with the political dogma being advanced to excuse such conduct; we just determined that it should not be allowed to winter-kill the delicate plant we wished to bring to flower.

"... As engineers, we promptly recognized that the heart of American air power lay in the aircraft engine. To generate the vital spark that would set the complex mechanism throbbing, we needed, first of all, a dependable magneto. Frantic efforts to enlist the aid of American manufacturers met with no success. Those who could be interested lacked technical proficiency and those with technical proficiency could not be interested.

Scintilla Magneto Discovered

"At that early period, the apparent sales potential did not seem to warrant such heavy development expense. And so while the lives of our pilots were being hazarded daily by faulty material, our program hung up on a dead center, until the Army Air Service discovered the Scintilla magneto, then being manufactured in Soleure, Switzerland.

"... Since from the strategic viewpoint we could not afford to place our sole dependence upon an overseas source of supply, we undertook to import a part of Scintilla's facilities into the United States. Here, however, we confronted obstacles in certain laws which, we were told, had been

passed to 'protect American industry' from 'unfair' foreign competition. Since these laws were definitely 'unfair' to Navy pilots who daily risked their necks flying over the sea, we appealed to the Navy's Chief of the Bureau of Aeronautics, Rear Admiral William A. Moffett, U.S.N.

Then Came the Real Job

"... Thanks to the Admiral we were able to get civilian executive approval for the project of importing the Scintilla Magneto Co. Then began the real job, that of cutting through the red tape and political opposition. This involved taking a lot of personal risks — something the Admiral delighted in doing. For instance, in getting on with the paper work, we had to put ourselves in such a position that the officers of Scintilla, had they been other than honorable men, might have taken advantage of us. But these were the men whose character has been so indelibly stamped upon this organization, that it has created an all-American source of ignition for the engines which have powered us to unquestioned air leadership."

The speaker, war-time president of United Aircraft Corporation and retired Chairman of the Board of the Aircraft Industries Association, asserted that the airplane has not become "the argosy the Wrights dreamed of, but, instead, a fiery war chariot — one used to rain devastation upon civil populations." He called upon the United States to take the lead in abandoning the current military practice of indiscriminately bombing civilian populations.

"Air transportation," he concluded, "is the key to the future. And the course to



Above — The Chamber of Commerce committee, members of which arranged the celebration commemorating Scintilla's 25th year in Sidney.

be followed was laid out by the Wrights when they discovered the secret of mechanical flight and with it visualized the possibilities of air power as a moral and economic force for peace."

Presiding as toastmaster, Rev. Robert P. Kellerman introduced Walter Spengler, Executive Engineer; George Steiner, General Manager; Glen Fical, Group Leader; Everett VanName, Staff Assistant to the General Manager; Ralph Cumber, Tool Crib Foreman, and Thomas Z. Fagan, Advertising Manager; as "charter members of Scintilla in Sidney." He noted that Herman Hanni, Scintilla's General Manager until 1946, was unable to attend due to illness.

Responding to the introductions, Mr. Fagan spoke on behalf of the "old timer" group, expressing appreciation and gratitude to the Chamber of Commerce for the gifts presented to each of them.

"It is very much of an honor," Mr. Fagan said, "and another reward for my seniority among those active twenty-five year men to have been asked to speak in their behalf tonight.

"A quarter of a century of service in any organization is a mark of distinction and achievement. These years have been happy ones in our contribution to the successful growth of the Scintilla Magneto Division under the sagacious eye of the great corporation, Bendix.

"Sidney is a good place to live and Scintilla is a good place to work, and fortunate is he who is therein employed.

"And now, Mr. Mirabito, all seven of us 'old timers' extend to the Sidney Chamber of Commerce our appreciation and gratitude for the very welcome gift presented to us tonight."

Mr. Fagan was also called upon to introduce the speaker of the evening. His introduction, a portion of which follows, gives a vivid insight into Scintilla's early beginning in this country.

"The years 1922, 1923 and 1924 in New York City were certainly precarious ones for us at Scintilla. We were importing magnetos from Switzerland and struggling with the sales effort of a foreign product in the United States.

"Under the able direction of the late Lawrence R. Wilder, then general man-



Above — Emily Brooks tests the platform rocker given to her by friends as a going away present.

Scintilla friends hated to see Emily Brooks leave work Friday, September 29th, the reason being that Emily was *winding* up a Scintilla service record of more than 23 years.

The term "winding" is more than appropriate in Emily's case, for she was the first woman to be hired when Scintilla started winding coils in 1927. During World War II she was a Floorlady in the Coil Dept. Before "hiring out" with Scintilla, she was Floorlady in the silk winding department of the old Kayser Silk Mill.

To show appreciation for her years of friendship, Scintilla associates presented her with a platform rocker as a going away gift.

ager, samples for tests had been taken to the Army at McCook Field, Dayton, and the Wright Aeronautical Corporation at Paterson, among others, in a bid for aircraft engine ignition business.

"In 1924 the great day came when we were summoned to Washington by the head of the Engine Section of the Bureau of Aeronautics, U. S. Navy, to demonstrate the magneto and to discuss possible future activities.

"There followed highly successful test

(Continued on page 13)

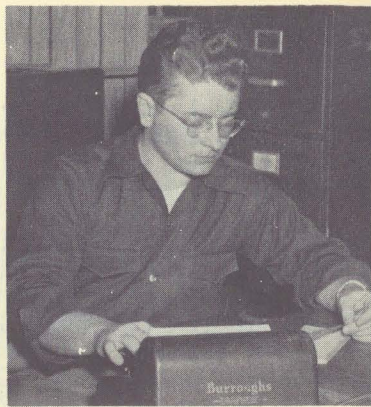
SCINTILLA ANNIVERS



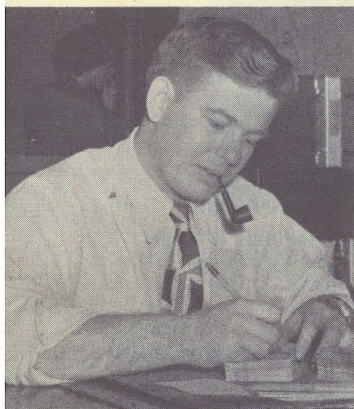
L. Glacken



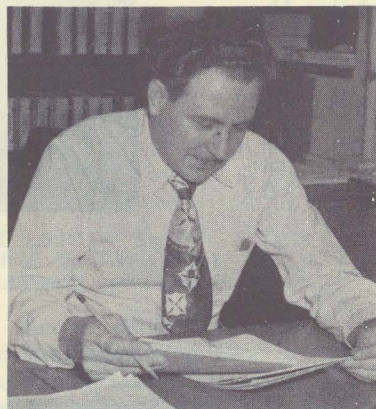
Charles Prentice, Chief Time Clerk



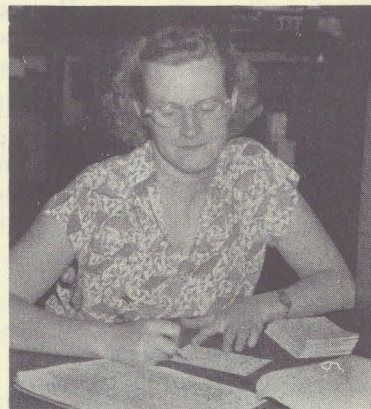
R. Granacher



D. Bouton



Steven Stingone, Group Leader



R. Foote

**IT KEEPS 19
PEOPLE BUSY**

**Keeping Time
At Scintilla**

A flair for combining speed with accuracy is highly desirable in almost any line of work you can name.

In Timekeeping, it's a "must."

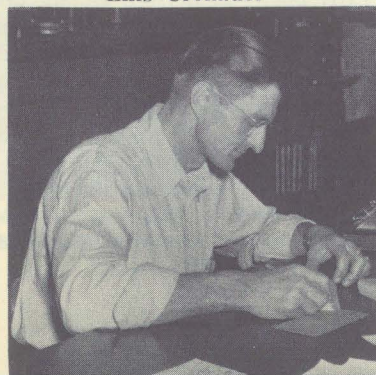
Scintilla Time Clerks have to measure up to other important qualifications, too, but speed and accuracy represent two of the biggest requirements they have to meet. They have little time to linger over their work, for most of it is of a nature that must be completed on a daily basis. At the same time it is necessary for them to maintain a high degree of accuracy in everything they do.

The plant, at present, has nineteen clerks

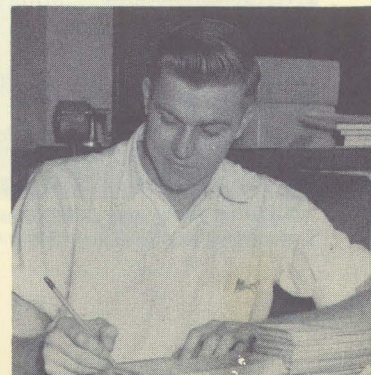
R. Conway



Ellis Cronauer



F. Rosemier





Gerald Gregory



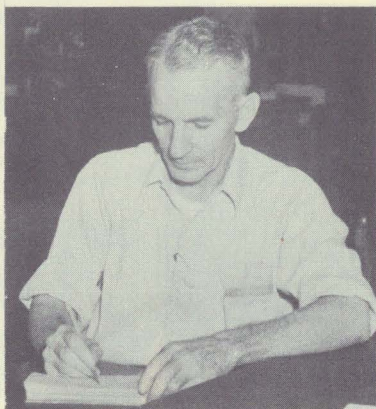
John Michaeltz



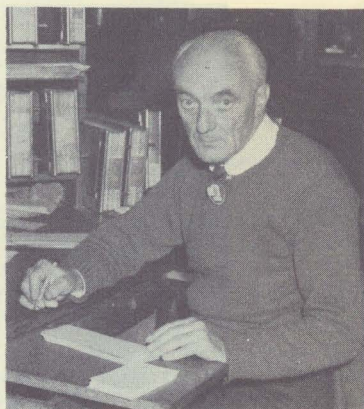
D. Dart



Doris Knapp



Jay Charles



S. Chappell

whose duties include the handling of all the various intricacies and details involved in "keeping time at Scintilla."

Briefly stated, their job may be broken down into three main functions:

1. Checking to see that the cost of producing parts, assemblies, etc., is properly charged to the correct contract and part number.

2. Checking to see that proper incentive standards are used in computing earnings of group and individual operators.

3. Computing each individual's time so that the proper number of hours may be credited to him.

If the above sounds simple, consider the number of people in the average production department. At the present time Scintilla's Time Clerks are maintaining daily records for approximately 2,000 production people. Several records, each requiring a certain amount of computation, must be kept for every individual.

Aside from his regular duties, each clerk is regarded — more or less — as an all-around answer man. Consequently he has to be well acquainted with plant policy and procedures. He also finds time to perform various "favor" services — such as filling

(Continued on page 18)

Doris Horton

R. Erickson

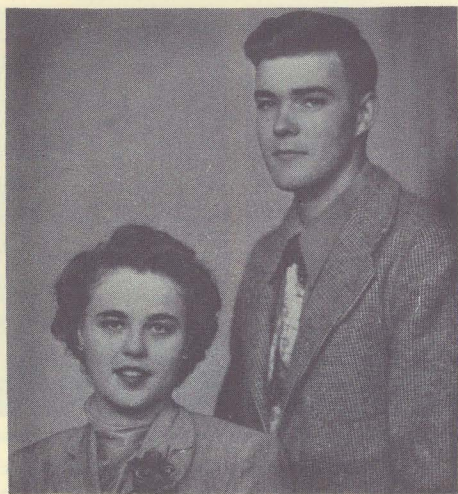
R. Herbison

E. Birdsall



SEEING DOUBLE

PRESENTING A FEW OF THE SCINTILL



Betty Underwood, as though you'd ever forget, was our Scintillator Cover Girl for the month of April . . . and that's her twin brother, Bob, standing beside her. Betty operates a Scintillia Switchboard.

(Mills Photo)



Here's more proof that good things come in pairs — Gordon and Graydon, 6½ year old twins of Mr. and Mrs. Curtis Ballard. Their Dad works in the Experimental Dept.



A double set of twins adds up four for Mr. and Mrs. Ray Vroom. From l. to r. — Joan, Ray, Richard girls are six, the boys 2½. Mrs. Vroom



"Sweet" describes the twin smiles of Donna Kay and Linda Lee, 3-year olds who make life merry in the home of Mr. and Mrs. Warren Sargent. Their Dad works in Dept. 99.



Donnie and Ronnie — you couldn't better — are the twin sons of Mr. and Mrs. McIntire (Dept. 37). Both seem quite elated in The Scintillator's "Parade of Twins."

FOLKS AND THEIR KIN WHO SHARE TWIN BILLING IN THIS BIG WORLD



Sidney Chief of Police Ralph Beams, at the left, is the twin brother of Scintilla's Ray Beams, Dept. 12 Foreman. Both men wear uniforms of blue, Ray being a Lieutenant in the Cartwright Hook and Ladder Company. Photos by Mills Studio.



o a nice family of (Sales Engineer). and Virginia. The me is also pictured.



This photo is a bit tiny but so are the Hoyt Twins — David and Diane, son and daughter of Mr. and Mrs. George Hoyt. Their Dad works in Dept. 48, and we'd feel proud, too.



Meet a couple of sweethearts who were actually born on St. Valentine's Day — Cathy and Candy Lentz, the 3-year old twins of Scintilla Pilot and Mrs. Gene Lentz. Their pal is "Cap," a friend from up the street.

SEEING DOUBLE Continued



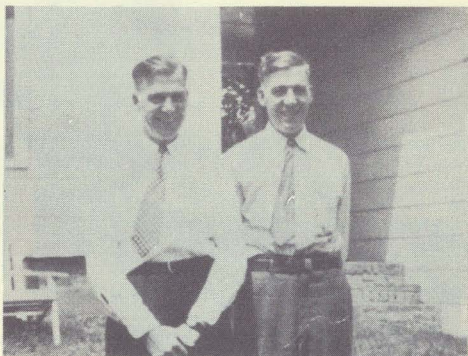
The Baker Twins — Donna and Donald — celebrated their sixth birthday August 27th. They're the pride and joy of Mr. and Mrs. Clayton Baker. Dad works in Shipping.



Mr. and Mrs. Charles Beckwith (Dept. 35) have been "seeing double" for more than 8 years. They like having these twin beauties around the house, and who wouldn't. That's Joan on the left, Judy on the right.



Meet Bill and Mal, "twinsome" smiles and personality included at no extra charge. They are a 7-year old pair in the home of parents Mr. and Mrs. Malcolm Douglas. Dad is Supervisor of the Order & Billing Section, Sales Dept.



You'd have a hard time keeping Afton and Alton Sowersby separated if both of them worked in the plant. Afton is Foreman in Stock CC. His twin brother lives in Corning, N. Y.



Two of a kind — that's how you would describe the Arno Twins, William Allen and Wilma Allene. Fond parents are Mr. and Mrs. Allen Arno. Their Dad works in Dept. 29.



Here's a lovable twosome you'd really enjoy knowing — Joanna and Christopher, the 8-month old twins of Mr. and Mrs. James Logan. Their Dad works in Dept. 90.

SCINTILLA ANNIVERSARY

(Continued from page 7)

reports, and several more visits to the Engine Section resulted in the order for 500 nine-cylinder magnetos — one-half to be imported, but one-half to be manufactured in the United States.

"This then was the real birth of Scintilla in America, and the man who had won for the air cooled engine won also for the rotating magnet magneto."

Following an outline of the speaker's achievements in the aviation field, Mr. Fagan then presented Mr. Wilson, who, in 1924, was Chief of the Engine Section of the Navy Bureau of Aeronautics.

Charles Marcus, Bendix Vice-President in charge of Engineering, also spoke briefly. Mr. Marcus has a service record of more than 33 years in the Bendix organization.

Bendix Proud of Scintilla

Bendix President Malcolm P. Ferguson spoke briefly, telling how Bendix feels about Scintilla.

"They're proud of you," he said. "Proud of Scintilla and pleased with Sidney. Some of the other divisions of Bendix Aviation Corporation have passed the 25-year mark, but in no previous case have they been honored by recognition in their communities."

The Bendix president commented that there are 13 divisions in the Corporation, but that he considered Scintilla a model for all the organizations to pattern after. He remarked that the spirit of friendship in the village, and cooperation in the community carries over into efficiency in the plant.

"I do not know what the 50th year will bring," Mr. Ferguson said, "but the continuous spirit of cooperation and mutual aid shown in the past makes us unafraid of the future of Scintilla in Sidney."

Presentation of a plaque, commemorating the event, was made by Myron Kipp, veteran Sidney business man.

General Manager Steiner accepted the plaque for Scintilla and said in part:

"... As I accept this plaque, I look upon it not only as recognition for having achieved an important milestone in our history, but also as a symbol of the fine

and wholesome relationship we enjoy here in Sidney.

End of an Era

"And now that we have come to the end of one era, we must enter upon another. What the next 25 years hold in store for us, no one can say. I don't need to tell you that we are currently busy with the job of helping our nation once again prepare for any emergency. We fully realize the important responsibility we have to supply the aviation industry and our services with equipment that may be needed to defend our country and help preserve our freedom.

"What course this may dictate for us in the months and immediate years ahead cannot be predicted, but in any event I am confident that Scintilla, by the resources of a great corporation, will go forward to still greater achievement in the next quarter of a century."

The evening's program was opened with the singing of "America" followed by the invocation, given by Rev. John E. McNamara. The guests were welcomed by Mayor Thomas O'Neil.

We wish to express our thanks and appreciation for the Mass cards, flowers and expressions of sympathy received during the sickness and death of our mother.

Elsie M. Conklin
and members of
The Strain Family.

I wish to thank Dept. 26 for the nice gifts sent me while I was in the Oneonta Hospital.

O. W. Cooper, Dept. 26.

I wish to thank The Management of Scintilla for the beautiful flowers which were sent to me while I was in the hospital. Also I would like to thank Department 44 for the cards and gifts received.

Vera E. Mowry.

I wish to express my appreciation to the Management of Scintilla for the basket of fruit which I received during my recent stay in The Hospital. I also wish to thank my Scintilla friends and co-workers for their many cards and kindnesses.

Ivan Bailey, Dept. 16.



Albert T. Bremser,

A. T. BREMSER DIES

Albert T. Bremser, widely recognized Diesel expert and Chief Engineer in charge of Scintilla's Diesel Fuel Injection Department for more than 12 years, died in The Hospital here Thursday, September 28, following a long illness.

Until a year ago, when, due to his ill health, he assumed duties in a consulting capacity, Mr. Bremser had actively headed the development of this Division's Diesel fuel injection equipment since 1937. Executive Engineer Walter J. Spengler, expressing personal regret over the loss of Mr. Bremser, said that Mr. Bremser was highly regarded by all of his Scintilla associates. Even during his illness he continued to contribute his skill and knowledge to new advancements in the field.

Mr. Bremser came to Scintilla in March, 1937, with more than 17 years' experience in the development, design, manufacture and operation of Diesels and other engines. During 1924 and 1925 he participated in an around-the-world trip on one of the first American - built, completely Diesel powered, ships. From 1927 to 1932 he was engaged in the development of the first light weight, high speed Diesel engine at the Treiber Diesel Engine Corp. in Camden, New Jersey.

In 1932 Mr. Bremser was active in the

Thirty-five Move

Recognition of 5, 10, 15 and 20-year service anniversaries with Scintilla is acknowledged each month in this column. The Scintillites listed or pictured have recently become members of the service club under which their names appear. It is an honor to belong to a Scintilla Service Club and these Scintillites — through their years of loyalty and service — have earned the right to wear the service emblem of the club to which they now belong.

15 Year Club

Fink, Karl11-558

10 Year Club

Adair, Minnie R.44-5405
 Baker, Russell32-87
 Bell, Arnold13-130
 Boardman, Frederick100-165
 Brady, James, Jr.6-184
 Byrne, Charles31-240
 Carey, Lawrence30-254
 Carpenter, Orson9-260
 Connor, Mary38-5084
 Cook, Burnett W.99-331
 Davis, Edmund13-406
 Gregory, Anita38-5186
 Griffin, Beatrice99-5187
 Hanft, James6-681
 Hoffman, Mary90-5227
 Ives, Gerald92-805

planning and design of Diesel locomotive engines as Assistant Chief Engineer of the De La Vergne Engine Co., now known as the Baldwin Locomotive Works. In 1935 he worked on the design of the first streamlined Diesel Road Locomotive ordered by the Gulf, Mobile & Northern R. R. from the American Car & Foundry Co.

He privately conducted many experiments, dating back to 1932, with gasoline injection, investigating many types of fuel injection equipment, the majority of which, until 1938, were imported from Europe.

Funeral services were held Saturday, September 30, in the First Congregational Church with the Rev. Charlton E. Opdyke officiating. He is survived by Mrs. Bremser; two daughters, Mrs. Richard Dunne of Otego and Miss Helma Bremser of Sidney, and a son, Albert H. Bremser. At the time of his death, Mr. Bremser was 49.

Up Scintilla's Service Ladder !!

20 Year Club



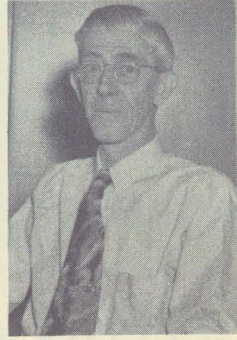
Walter Michel



Ivis Soules



Ferdinand Nohl



Howard C. Kinch

Lee, Ralph12-916
 Nader, Albert100-1105
 Peake, Robert99-1187
 Petrosky, Arthur92-1204
 Richards, William42-1279
 Sandike, Augustine47-1332
 Simonds, Edward31-1391
 Vroman, John, Jr.35-1573

Washburn, Charles42-1596

5 Year Club

Belden, Mildred44-5032
 Dart, Rose5-5106
 Kiff, Carl17-2864
 McElroy, John4-968
 Shearer, Ralph99-1925

PROMOTIONS

Promotions were announced for seven Scintilla men last month. The announcements were made as follows:

William Beyen — Night Supervisor over Departments 34, 40, 41, 44, 47 and 48.

Albert Kern—Foreman over Third Shift Operations.

John Straka — Inspection Foreman, First Shift, covering all inspection in Departments 92, 47, 40, Heat Treat, Brazing and Jet Plug Sections of Department 32.

John Sergio — Inspection Foreman, Second Shift, covering all inspection in Departments 26, 27, 28, 29, 30, 31, 37, 39 and 43.

Fred Kulze — Inspection Foreman, Second Shift, in Department 48.

Gordon Valentine — Inspection Foreman, First Shift, in Department 48.

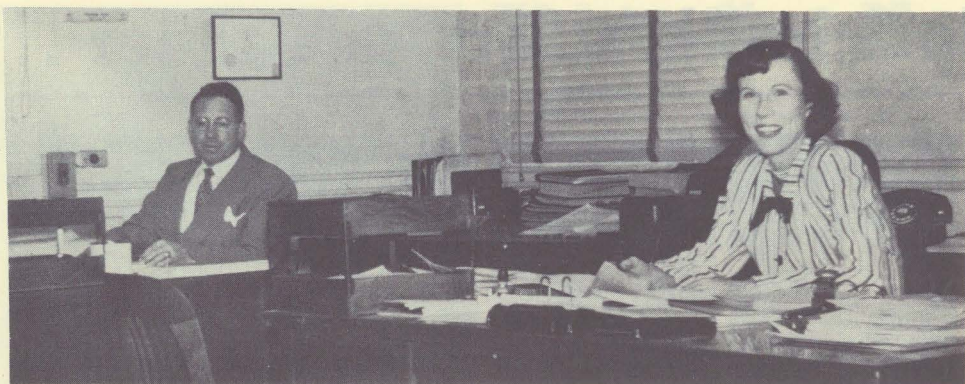
Al Dewey — Supervisor of Inspection in Departments 92, 47, 40, Brazing and Jet Plug Sections of Department 32, and Department 48.



It's all right to talk about some people being 'the salt of the earth.' But I've noticed that they get further—with a dash of pepper!

"The mass of citizens of the United States mean well and I firmly believe will always act well when they can obtain a right understanding of matters."

— George Washington.



Above — Scintillites Away from Home, Don Morse and Florence Martin, smile-a-greeting all the way from the West Coast.

SCINTILLA'S WEST COAST OFFICE CENTERED IN HEART OF CALIFORNIA'S AIRCRAFT INDUSTRY

In this, the second of a series of articles dealing with Scintilla's field representatives, your attention is directed to our West Coast office at 117 Providencia Avenue in Burbank, California. This strategic location — in the heart of the great aircraft

lowing a long illness. Until a year ago, when, due to his ill health, he assumed duties in a consulting capacity, Mr. Bremser had actively headed the development of this Division's Diesel fuel injection equipment since 1937. Executive Engineer Walter J. Spengler, expressing personal regret over the loss of Mr. Bremser, said that Mr. Bremser was highly regarded by all of his Scintilla associates. Even during his illness he continued to contribute his skill and knowledge to new advancements in the field.

Mr. Bremser came to Scintilla in March, 1937, with more than 17 years' experience in the development, design, manufacture and operation of Diesels and other engines. During 1924 and 1925 he participated in an around-the-world trip on one of the first American-built, completely Diesel powered, ships. From 1927 to 1932 he was engaged in the development of the first light weight, high speed Diesel engine at the Treiber Diesel Engine Corp. in Camden, New Jersey.

In 1932 Mr. Bremser was active in the

sons . . . Don 15, Charles 7 and Jimmie 4.

Mrs. Florence Martin assists Don in the secretarial requirements of the West Coast office.

A NOTE FROM CPL. BILL GREENE

Hi Gang:

In case anyone wants to write, my address is —

Ser. Co., 2nd Tank Bn.,
2nd Mar. Div., F. M. F.,
Camp Lejeune, N. C.

I will be glad to hear from any of you and will try to answer your letters. Of course it may be impossible, but I will try. I miss all of you a lot. Personally I would rather be there than here. See you all again.

CPL. WILLIAM P. GREENE.

TIPPERS . . .

We Americans left a total of \$446,000,-000 (million, that is) in tips for the waiters and waitresses on the tables of restaurants last year, according to the Department of Commerce. (And who said that was enough?)

The real strength of a steel and concrete structure lies in the hands of the men who build it.

Pics of the Month



John Bednarek, pictured above, recently completed a familiarization course in Scintilla's Service School. He is an Aircraft Maintenance Training Instructor with the 5th Air Force in Japan.

Group above, representing both Navy and Marines, pauses briefly during a Service School instruction period here for pictures. From l. to r. — Raymond J. Delacqua (Marine), James G. Mallard, Adolph Sybowski (both Navy), and Samuel E. Sisson (Marine). The group recently received a refresher course covering Scintilla ignition equipment.



Jean Philippet, a representative of Air France, visited Scintilla recently. He is pictured above, left, with William Campbell, Ass't Service Manager. The two discussed Scintilla's Low Tension Ignition Equipment.



**THE
OLD TIMER
SAYS!**

It's all right to talk about some people being 'the salt of the earth.' But I've noticed that they get further— with a dash of pepper!

"The mass of citizens of the United States mean well and I firmly believe will always act well when they can obtain a right understanding of matters."

— George Washington.

BARTER COLUMN



Keeping Time

(Continued from page 9)

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: Used 88 gallon Clark electric water heater. Phone Sidney 3701.

— 0 —

FOR SALE: 1942 Chevrolet, two-door sedan. Contact Betty Pike, Sales Dept., or South New Berlin. Phone New Berlin 5F22.

— 0 —

FOR SALE: 1947 Indian Chief Motorcycle —\$350. Phone Bainbridge 2104 after 5:30 o'clock.

— 0 —

FOR SALE: 1949 Oldsmobile, Model 98, 4-door Deluxe Sedan. Two-tone green, actual mileage — 12,500. Will finance. Ray Coon, Guard, 93 Main Street, Unadilla. Phone Unadilla 2915.

— 0 —

FOR SALE: Super Flame Oil Heater (two pot burner) complete with two 55-gal. oil drums and 30 feet of copper tubing. Cost \$135 when new; will sell for \$85.00. Has been used only three weeks. Ivan Yale, Dept. 28, Sidney Center, N. Y.

— 0 —

FOR SALE: Black 1937 Chevrolet Two-door Sedan; repainted and in good condition — tires and battery good. Excellent utility car. C. L. Kessler, Purchasing, Phone Bainbridge 3353.



out Bond Authorization Cards, etc. — for members of his department.

Most of the clerks work right in their assigned departments — where they are able to quickly check the information they require — in the midst of countless machinery noises. A new Time Clerk soon learns to adjust himself to distractions of this nature.

The work of each clerk is subject to several audits, including those of Bendix Aviation Corporation and Haskins & Sells, an outside auditing firm. In addition to these Scintilla has its own system of continuous checking which covers three or four departments a week. Probably one of the severest of all audits comes from individuals in the clerk's department. If a man discovers a mistake in his pay envelope, the clerk is certain to be the first to hear about it.

The Timekeeping Dept. is headed by Charles Prentice, Chief Clerk, and comes under the supervision of Payroll Supervisor William McIntyre. Steven Stingone is Group Leader during Second Shift operations.

THERE'S A REASON . . .

Socialist England will have to do some pretty fast thinking to catch up with the inventive ability of free Americans. For instance, the British Patent Office, celebrating its 500th anniversary this year, has issued only 1,500,000 patents since its founding — while the U. S. Patent Office, only 160 years old, has issued more than 2,500,000.

IT'S A PLEASURE . . .

By talking to housewives all over the U. S., the Gallup poll takers come up with the statement that almost half (46 per cent) of the women who were questioned said they liked to do house work, and that 34 per cent said they got "a fair amount" of satisfaction out of it. (Question from the gallery: "But what do they tell their husbands?")

COLUMN O' TYPE

Whenever Bendix President Malcolm P. Ferguson makes a visit to Scintilla, he is practically in "home town" territory. Mr. Ferguson was born in Elmira, N. Y., and started his business career with the Eclipse Machine Company (now a division of Bendix Aviation Corporation) in that city. His Alma Mater, by the way, is Syracuse University. The Bendix president's most recent visit here took place last month in connection with the Chamber of Commerce Banquet on October 6th (see lead story in this issue).

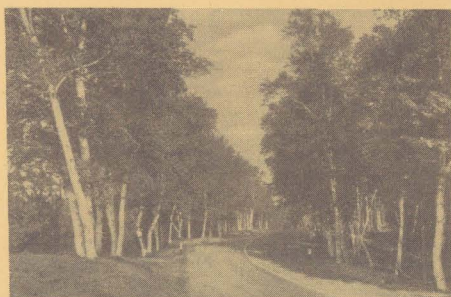
Frank Ross, photographer for THE SATURDAY EVENING POST, completed a "lens tour" of Scintilla and Sidney early last month in connection with a projected POST story about the plant and its relation to the community. Mr. Ross' pictures will illustrate the article being written by Wesley Price, Associate Editor of the POST. His biggest problem here, insofar as out door shots were concerned was in finding a sunny day sandwiched in between the wet ones.

The inconsistency of some of the nation's greatest grid powers this season is causing Scintillites, at least those who have taken their annual plunge into the football pools, a lot of woe. With the country's top teams running alternately hot and cold — up one week and down the next — howya ever gonna make the grade as a football expert? Also on the sports front, this writer thought the World Series lacked its usual luster. In our opinion, the majors hurt baseball by dragging the season out too long — a lot of the fans lose interest. Wind it up by mid-September, we say, and make way for football. Yeah, we know a lot of you folks will disagree.

Lenny Williams, Assistant Supervisor of Order Control, has finally given in. After nine years of daily commuting from Sherburne — approximately 35 miles one way — he's decided to settle down in Sidney. Lenny made the "big move" last month, but the thing that really makes this news is the close proximity of his new location to the plant. Perhaps with an eye towards making up for some of those miles compiled on his speedometer, Lenny moved next door to the cafeteria. Nowadays he can practically step off his front porch onto company premises. Welcome to Sidney, Lenny . . . if we'd known you were coming, we'd have baked a cake.



Ed's Photo



Harry's Photo

Ed Slawson, Dept. 99, had to look twice at the cover photo taken by Scintillator Photographer Harry Earl (August-September issue). Harry's photo closely resembled one of his own prize "snaps" taken in 1936. Both photos were taken in New Hampshire and it's quite possible that the two scenes are close together.

If looks could kill, Scintilla wouldn't have a guard left!

PARKING LOT PREDICAMENT

Cooperation on the parking lot is a big help to Ken Osterhoudt in his duties.



Scintilla guards — particularly those assigned to parking lot duty — are top contenders these days for the dubious honor of getting the greatest number of "dirty looks" within a given period. A **good** guard, one doing the job he's supposed to do, averages at least half a dozen of these per noon hour. The "looks" — so we're told — range all the way from the "who the devil do you think you are" type to those of the "meant to kill" variety. Some of them are downright withering.

Needless to say, the "looks" come from certain irate drivers — most of them pretty decent guys at heart — trying to outmaneuver each other for choice positions on the lot. And that just about sums up the situation in a nut shell. Less space is being left between rows to make room for a greatly increased number of cars. As a result, all of us are having to park farther away from the entrance gate than we did a few weeks ago.

Although parking isn't as convenient as we would, perhaps, like it to be, think twice whenever you are tempted to flash that dark scowl. Scintilla's parking lots have limitations, and all available space must be used to best advantage. The guards assigned to the parking lots are there to assist you, not to hinder. They are only doing the job expected of them when they direct you into an empty stall. It is important, when returning from lunch, to fill these "empties" before starting a new row — even though the new row will position your car nearer the entrance.

When cars arrive in a bunch, it is sometimes difficult for the guard on duty to handle everyone at once. Help the guard out by quickly following his directions. Don't try to park just anywhere, because the guard will call you back — even at the expense of a "dirty look." A little co-operation on the part of all drivers will go a long way towards easing the parking predicament. Not only that, but your morning or afternoon will get off to a better start when you flash a smile instead of a scowl. Try it!

