

HOSPITAL

HOSPITAL
SHREVE, N.M.

MAIN
ENTRANCE
HOURS:
MEDICAL, SURGICAL
7:30-4:00 P.M.
7:30-9:30 P.M.

The
Scintillator
August

THE SCINTILLATOR

PUBLISHED MONTHLY BY

SCINTILLA MAGNETO DIVISION, 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. 7

AUGUST, 1948

No. 2

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CONTRIBUTORS

The Employees of Scintilla Magneto Division, Bendix Aviation Corporation

Time is Vital Factor

Called upon to triple its rate of output, the U. S. aircraft industry finds that time is its most precious element in meeting demands of Congress' new air expansion program. Replacement needs of the enlarged Air Force and Naval aviation will require the industry to reach an annual rate of more than 4,000 planes by early 1950. Annual output of combat planes has averaged 1,400 per year since V-J Day.

In terms of man-hours required, a 1948 combat plane is nearly ten times as difficult to design and produce as were planes designed and produced prior to 1942. Where our first World War II four-engine bombers required only 150,000 engineering man hours, its 1948 counterpart consumes 1,400,000 hours.

Speeds have increased from 300 miles per hour to 600 plus and operating altitudes have climbed from 30,000 to about 50,000 feet. This has complicated the design of structures as well as accessory and control equipment. Higher speed, higher altitude planes put a premium on greater accuracy in all directions.

Delivery of materials and parts is a particularly time-consuming process. Aluminum, for example, takes better than a year from mine to assembly. Delivery time for propellers is about eight months; and for some engine units, eight-ten months, and up to two years in the case of new design jets.



Diamonds in the Rough...

**Hardest substance
known, industrial
diamond has place
at Scintilla**

Louise Kent, Tool Crib, compares cloudy industrial diamond with sparkling brilliance of her own finely cut jewel.

Mention "diamonds" to the average "sweet little miss" and you'll start an immediate chain reaction of June, moon, tune etc. Mention the same magic word to a young man (not fatally bitten by the love bug) and you'll strike an entirely different chord. Some of the more imaginative may even conjure up plush visions of fabulous oriental potentates, maharajahs and maharanees. Americans are just naturally romantic—both in dreams and reality! And the diamond is an age-old symbol of love and romance.

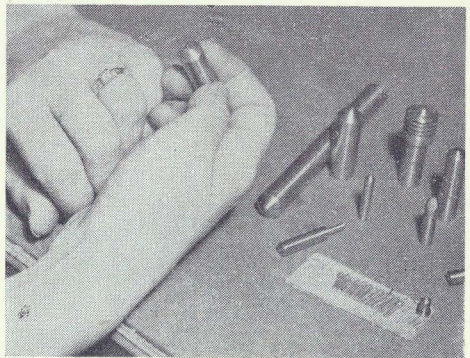
But diamonds take on still another meaning at Scintilla. A host of Scintilla workers readily recognize the industrial diamond's importance in daily operations, for the diamond is the hardest substance known to man. Industrial diamonds, mounted in cutting tools, easily cut through the toughest steel.

Diamonds render invaluable service in a number of jobs throughout the

plant. Diamonds at Scintilla are put to good use dressing grinding wheels, engraving tools and performing similar jobs. A great many Scintilla departments use industrial diamonds—to good advantage—in one or more ways.

Brides and brides-to-be more than likely would find the industrial diamond a great disappointment in comparing it with their own diamond

(Continued on Page 4)



Above—Close-up shows variety of diamond-tipped tools in use at Scintilla.



Above—Arrow points to diamond used in dressing grinding wheel. Rufus Baker, Tool Room, is pictured.

DIAMONDS (from Page 3)
 (third finger, left hand). Placed beside a sparkling diamond of the highly prized type found in jewelry stores, the industrial diamond would hardly appear beautiful. However, imperfections which make diamonds of little value as gems are not drawbacks as far as their industrial value is concerned. Streaks of color and bits of foreign matter do not effect the hardness of the diamonds or their usefulness.

New International Airport Opens at Idlewild, N. Y.

Official opening of the New York International Airport at Idlewild, New York, took place July 1st with seven foreign airlines and one non-scheduled domestic cargo line holding leases for use of the airport and its facilities.

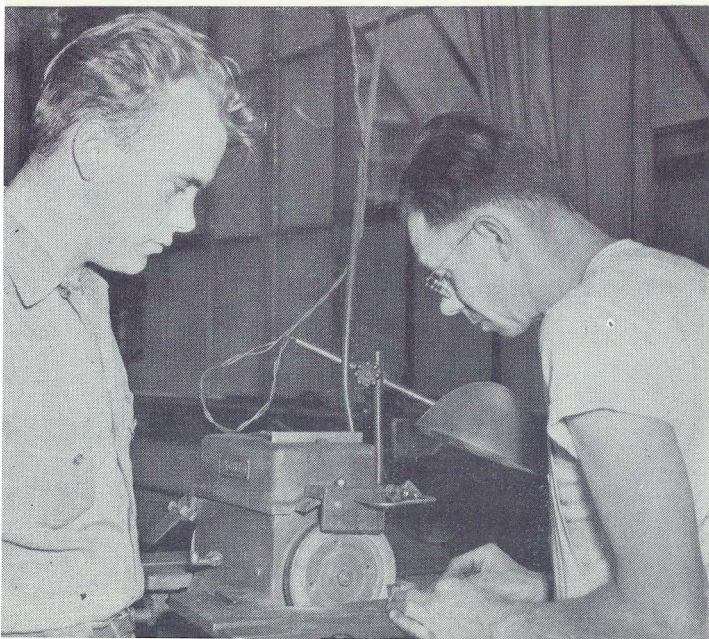
From all standpoints, the new airport appears ready to live up to its name as the "world's greatest airport." Covering 4,900 acres, the new airport has six long concrete runways. A seventh, for instrument landings, is under construction and will be finished by December.

The runways now open to air traffic are arranged in parallel pairs, ranging in length from 6,000 to 9,500 feet. Each of the six runways is 300 feet wide, 200 feet of this being concrete and 50 feet on either side being asphalt.

A 2,500-foot approach to the instrument landing runway is marked by an all weather lighting system which is said to be the brightest ever built by man. These lights are visible at 1,000 feet in zero-zero weather, but flash on and off so that pilots using them are not blinded.

A forty-foot control tower, using eleven different radio frequencies, is atop the temporary terminal building. Two hangars, built by the city, are already in service. They are 200 by 300 feet each. Two more hangars, each to measure 300 by 225 feet,

(Continued on Page 12)



Carbide-tipped tools are sharpened by diamond wheels. One wheel usually will last four months. Ronald Kelsey and William Stringer of the Carbide Grinding Room are pictured.

E. M. Van Name, Staff Assistant to the General Manager; Martha Dwyer, R.N., Supervising Nurse; and R. C. Dawson, Safety Engineer; display poster announcing kick-off of National Safety Contest.



We're in to Win . . . The National Safety Contest

Sponsored by The National Safety Council, the 1948-1949 National Safety Contest started on July 1st and will continue for a full year. Scintilla is entered in Division 9 (Light Machinery) which consists of plants manufacturing office and store machines, radios, light communications equipment, light electrical apparatus, meters, small instruments, small engine parts and other accessories for the automobile and aircraft industries, and similar light equipment.

Lowest Average Wins:

Based on the monthly accident frequency and severity rate, a report will be sent to the National Safety Council at the end of each calendar month. Plants having the lowest average for the year will be declared the winners in their divisions. Awards, which will be presented to the winners at the 1949 National Safety Congress, include a trophy to the winner or winners in each group, and various certificates.

We Can Do It:

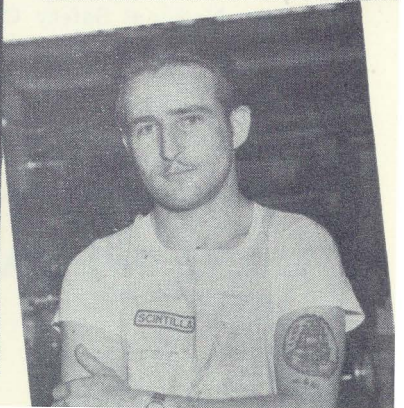
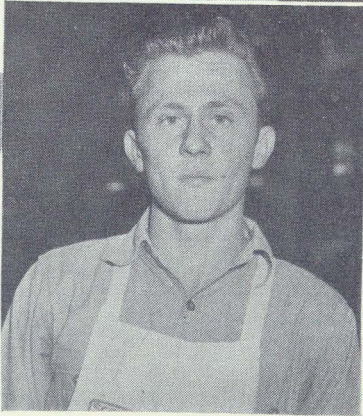
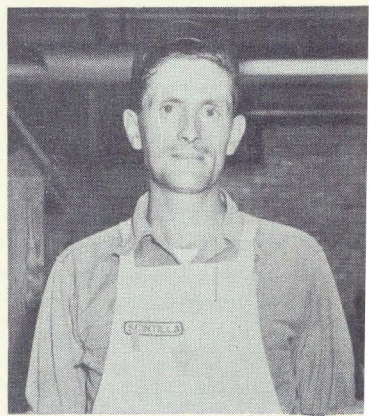
The National Safety Council has been sponsoring Safety Contests for more than 20 years, and Scintilla is in this one to WIN. It can be done . . . very easily, in fact . . . if every Scintilla employee cooperates in observing safety regulations, uses proper safety equipment and employs common sense. Every Scintilla employee should be interested in working safely and in making the plant safe for himself and others. Back your Safety and Medical Departments to the limit by working safely . . . at all times.

DO IT THE SAFE WAY, YOU'LL FIND IT PAYS



Scintilla's **NEW APPRENTICES**

First Row: Louis Mazzarella, William Bennett, Harold Beggs. Second Row: Harry Jones, Kermit Gregory. Third Row: Clifford Waldron, James Houghtaling, Harry Fancher. Fourth Row: Vincent Brannick, George Pittet, Bernard McGinnis.



Eleven Employees Selected for Training Under New Scintilla Apprenticeship Program

Under approval of the New York State Apprenticeship Council, Scintilla's first postwar apprenticeship program has been set up to cover a four year course consisting of 8,000 hours shop experience and a minimum of 144 hours a year in class room work. Selection of 11 apprentices was made through a series of six tests which were given over an eight hour period by H. L. Cook, Training Supervisor. Actual choice of the apprentices, based on the test results and employee's past performance at Scintilla, was made by a committee which consisted of A. H. Bode, Director of Industrial Relations. John Beyen, Tool Room Supervisor; Harold Pendorf, Experimental Supervisor; and Mr. Cook.

The new apprentices include:

Tool maker apprentices—Clifford Waldron, Kermit Gregory, Harry Jones and William Bennett.

Model and test equipment maker ap-

prentices—James Houghtaling, Bernard McGinnis and Vincent Brannick.

Machinist apprentices—Harry Fancher and Louis Mazzearella (Tool Room), Harold Beggs and George Pittet (Experimental).

According to Mr. Cook, 35 persons took the tests. "The level of accomplishment was high and it was difficult to make a choice," he said.

The apprenticeship program, which began on July 19th, also has the approval of the Veterans Administration. Each apprentice, upon successfully completing the course, will be certified by the Company and also the New York State Apprenticeship Council. Shop work in the program will cover all phases of machine and bench work with the school instruction covering all related material.

The Scintillator congratulates each of the apprentices selected for the program and wishes them continued success.

Scintilla Products on Display at Idlewild

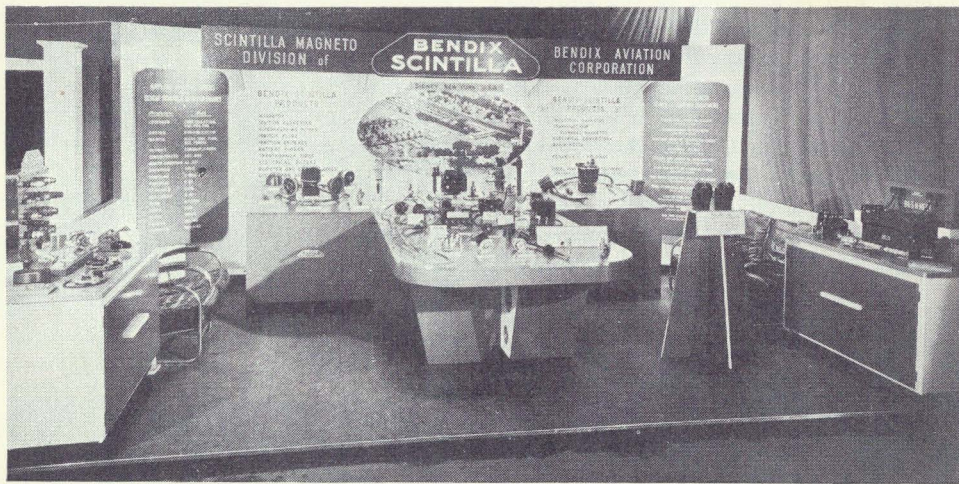
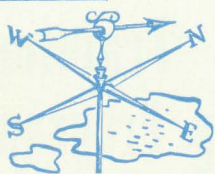


Photo of Scintilla's display at the opening of the New York International Airport at Idlewild, New York appears above. During the week of the display an estimated 450,000 persons either saw or stopped in at the Scintilla booth. Scintilla's new display background and accessories were put in use for the first time.



TRADE

WINDS

Pictured at the right, Don Gray, Service School Instructor, conducts a lesson in maintenance procedure for the benefit of Hermocrates Fernandez of Venezuela. Mr. Fernandez has been awarded an Aviation Industry Training Grant by the Civil Aeronautics Administration, and has come to the United States to make an observational study of U. S. Methods and techniques in his specialty which is repair and maintenance of aircraft engine accessories.

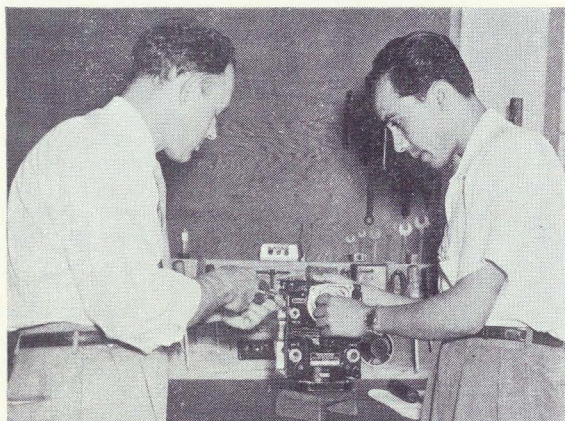
Mr. Fernandez is Chief of the Engine Accessories Department, Linea Aeropostal Venezolana, for whom he has worked about five years in airline maintenance work. LAV uses DC-3, Martin 202 and Constellation aircraft.

Clyde D. Murphy, Scintilla Field Service Representative, and George Strobbridge, Bendix International Aviation Field Engineer, are pictured at the right. Mr. Strobbridge, who is assigned to the European Territory, visited Scintilla recently to receive latest information on Scintilla products and maintenance procedures.

Members of the Chilean Air Force, in this country for technical training, are pictured during a brief lull in training program conducted by Scintilla's Service School. From left to right: Capt. Mauricio Yanquez, Capt. Frederico Zabala, H. O. Turcotte, Capt. Sergio Crespo and Capt. Tomao Lopez.

CONGRATULATIONS . . .

Announcement has been made of the vacation marriages of Arlene Milk, Inspection, to Joe Fortunato of Walton; also the marriage of Thelma Pulver, Inspection, and Clarence Kessler, Purchasing.



SCINTILLA SPARKS WINNERS IN HUDSON RIVER MARATHON

Leon Winton left, took first place in Class I of the 134 mile Albany to New York Outboard Marathon. In this, his first race, he drove his 7½ horsepower Mercury Rocket at an average speed of 19½ m.p.h.



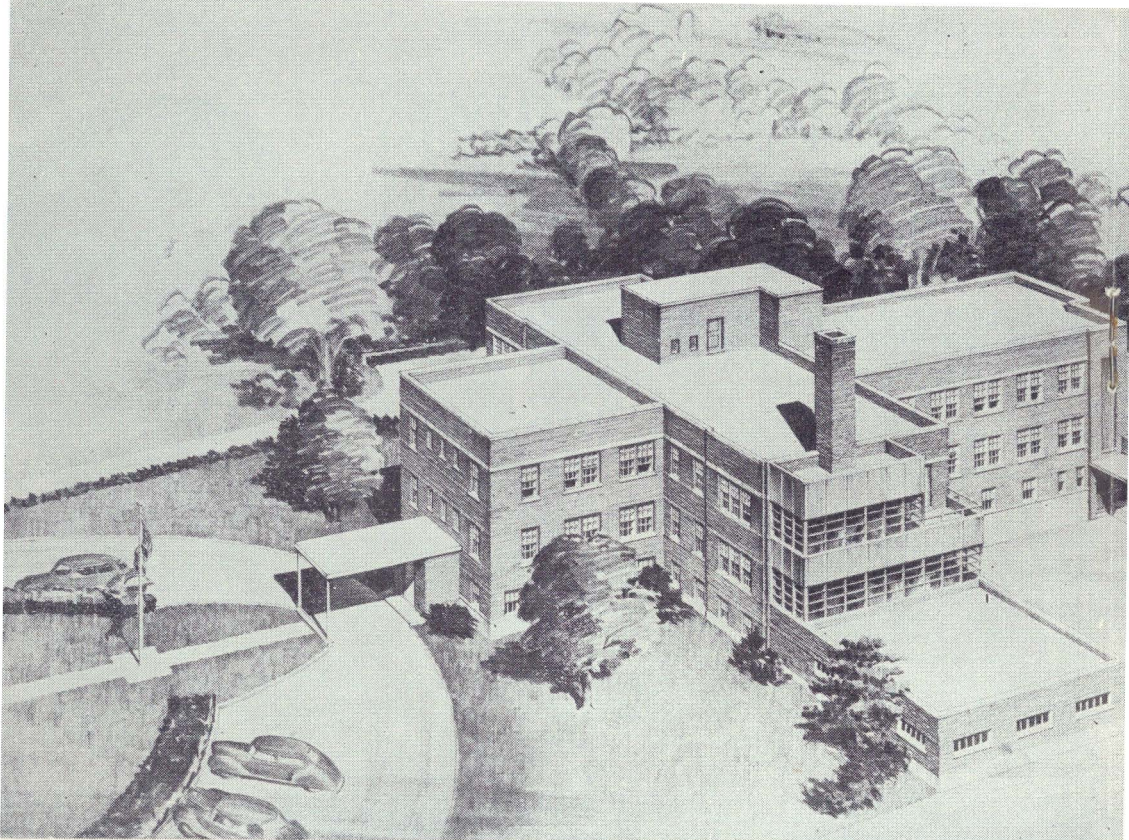
Mercury outboard motors, equipped with the Scintilla K-Magneto, figured dramatically in the 1948 Albany to New York Hudson River Marathon. Led by 15-year-old Jon Culver of Dayton, Ohio, the Lightnings began streaking over the finish line 4 hours and 47 minutes after the start. The next 4 motors to finish were also Mercury Lightnings, and of the 13 finishers in Class III, 12 were Mercurys. Another youngster, 97 lb. 16-year-old Leon Winton of Indiana skippered his Mercury powered Falls City Baby II to a first in Class I with an average speed of 19.5 miles per hour over the 134 mile course. And then the Rockets went on to equal the Lightning record by securing the rest of the 1st five places in Class I.

That Mercurys are safe in the hands of youngsters was forcefully proved, since the winning drivers in Classes I and III were 16 and 15 years of age respectively. Winton, in Class I, had never driven in a race before but had answered an ad for a driver run by Mercury's Louisville distributor. He had no opportunity to go over the course in advance and actually had to stop several times to ask directions of fishermen and dockworkers.

Carrot-topped Jon Culver, Class III winner, the son of Merlyn Culver, national

Inboard racing champ, is a veteran of club outboard racing around Dayton, his home town. The Albany-New York event was his first major race, and he competed against some of the country's most capable and experienced drivers. He studied navigation charts and took an advance trip down the river and hit the starting line with enough knowledge of the course so that he was able to hold his motor at open throttle every foot of the way without

(Continued on Page 12)

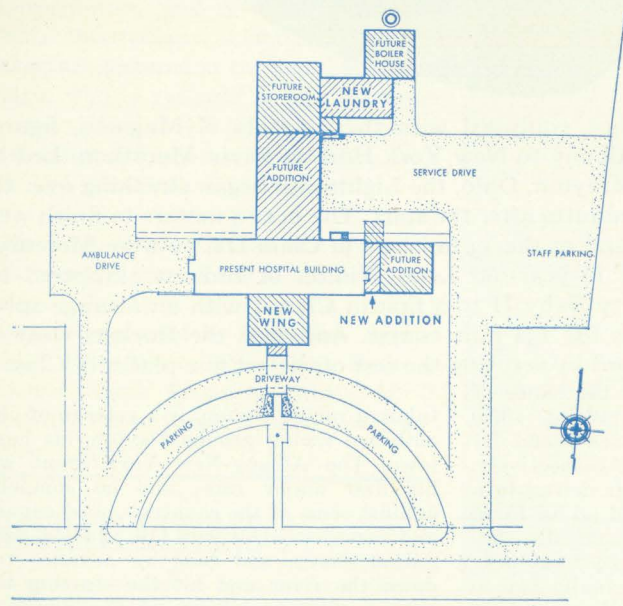


Hospital Bu

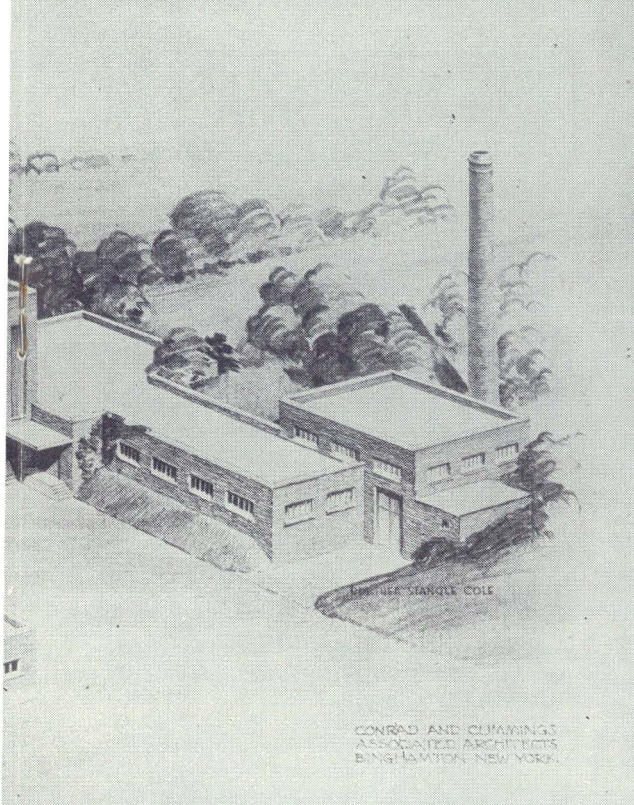
The \$150,000 building f
eral campaign throughout
eral Manager of Scintilla.

One of the earliest and
Corporation of which Scin
Hospital's new wing, prov
increasing The Hospital's
added by the building fu
a separate laundry buildi
dividuals, families and bu
lished by their gifts. In th
service area will be given
ization of more than two l
will call upon thousands
protection.

Commenting upon the
to achieve our goal. How
far, that in this final stag
able asset to the well-beir



PROPOSED ADDITION TO THE HOSPITAL



Shown here as visualized by the architect is the new hospital at Sidney, certain sections of which will be constructed as a result of the present \$150,000 building fund movement.

The three-story addition to the front of the main building, seen at the left of the drawing, will greatly expand The Hospital's facilities for private and semi-private patients, and will provide much needed office space.

The spacious solaria shown in the foreground will be added to the present building. The one-story laundry, shown with four long windows facing the court at the right, will rise as a separate structure.

The expanded hospital will make life and health more secure for all the residents of the Five Towns.

Building Fund to Climax in September

g fund for enlargement of The Hospital in Sidney will be climaxed this month with a gen-
out the area served by The Hospital. The building fund is headed by G. E. Steiner, Gen-
lla.

and largest subscriptions to the fund was a contribution of \$30,000 by Bendix Aviation
Scintilla is a Division. This contribution will build and equip the entire first floor of the
providing a waiting room, administrative and admitting offices. The second and third floors,
P's capacity from 30 to 50 patients, will contain private and two-bed rooms. Also to be
fund program are three solaria for convalescent patients, an enlarged nursery suite, and
ding. Part of the funds necessary for the expansion has already been pledged by in-
business concerns, who have selected particular units of the new construction to be estab-
the public campaign—from September 9 to September 23—all residents of The Hospital's
en an opportunity to share in completing the fund. During this period a volunteer organ-
to hundred team members from Bainbridge, Guilford, Masonville, Sidney and Unadilla
ds of their neighbors to offer them the opportunity of investing in their own health

ne progress of the building fund, Mr. Steiner said, "There is much yet to be accomplished
however, I am confident, from the widespread support which the project has received so
age we shall exceed our objective. It is very clear to us that The Hospital is an indispensa-
being of this community. I am sure that all of us who live and work here will want to do

(Continued on Page 12)

Hospital *(from Page 11)*

our part, as citizens, to make The Hospital large enough to care for our families, our friends and our neighbors when the need arises."

Evidence in support of The Hospital's value to Scintilla employees is contained in records of the Scintilla First Aid Department. These records show that in the last six months, 36 employees were admitted to The Hospital, an average of one every five days.

Idlewild Airport *(from Page 4)*

will be in use by the end of next year, the Port Authority has announced. Final plans provide for permanent terminal and office buildings, a garage and sports arena and other world's fair-type buildings, according to the Port Authority.

Newark Airport, which under the Port Authority will be expanded to about 1,200 acres, is the next largest airport in commercial use in the East. La Guardia Field is 560 acres. Together these airports handle 600 flights daily, with La Guardia getting the majority. In theory, La Guardia's capacity is 350 flights daily. —Condensed from Bendix-International

News Reporter

Hudson Marathon *(from Page 9)*

fear of running aground or fouling on hidden obstructions.

In second place, just 12 minutes behind Culver, came veteran driver, Eddie Powell of Atlanta, piloting a Wolverine boat identical to that used by the winner. His stock Mercury Lightning was almost fresh off the production line, having had only three hours of pre-race running time. There was nothing stiff about its performance, however, for Powell was right on Culver's tail all the way until a series of sheared pins caused by driftwood forced him to drop back.

More than 180 boats massed for the start of the 1948 classic, and when the checkered flag went down for the last time, the overall picture on Mercury performance was a stunning one. Though the race was run in a driving rain there wasn't a single instance of a Scintilla equipped Mercury dropping out because of the adverse weather conditions. Through driftwood, debris, over mud flats and hidden obstructions Mercury had performed sensationally even in the hands of inexperienced youngsters.

IN MEMORIAM

Arthur D. Reynolds, a group leader in Scintilla's plating department, died in The Hospital, Sidney, Saturday morning, July 31st, following a short illness. He had been a patient at The Hospital for two weeks.

Funeral services were held Tuesday morning, August 3, at the Sacred Heart Church with The Rev. John A. Kavanaugh officiating. Burial was in Calvary Cemetery, Johnson City. A Rosary service was held at his home the preceding evening.

Art was born March 11, 1903, at Susquehanna, Pa. At the time of his death he was a member of the Sacred Heart Church of Sidney, the Elks Club of Norwich, Scintilla Gun Club, Delhi & Guilford Rod & Gun Club, Sidney Bowling Association, Sportsman's Club of Sidney.

He is survived by his wife, Agnes; two sons, Leroy and Edward, all of Sidney; his parents, Mr. and Mrs. Roy Reynolds of Rockdale; two brothers, Ray and Max, of Binghamton; a sister, Mrs. W. O. Warner of Sidney and several nieces and nephews.



Arthur Reynolds



Luella Hall

Mrs. Luella B. Hall, formerly a member of Dept. 34 who had been a Scintilla employee for nearly 19 years prior to her illness, died Tuesday morning, August 10th, in The Hospital, Sidney, following a long illness.

Funeral services were held Friday afternoon in Carr and Landers Funeral Chapel with the Rev. C. E. Opdyke, pastor of the Congregational Church, officiating. Burial was made in Prospect Hill Cemetery.

Luella was born Nov. 20, 1887, in Norwich. Surviving are a son, Kenneth W. Hall of Sidney; two grandsons, Kenneth and Russell; four sisters, Mrs. Mabel DeRock, Mrs. William A. Enpet, Mrs. Wil-

(Continued on Page 18)



SAFETY

AT BOTH ENDS AIM OF

SAFETY DEPT.

AS SAFETY SHOE

PROGRAM GETS

UNDER WAY

Success of eye safety program prompted safety shoe program. Pictured, R. C. Dawson, Safety Engineer, and Dot Gobeler, Mail Room.

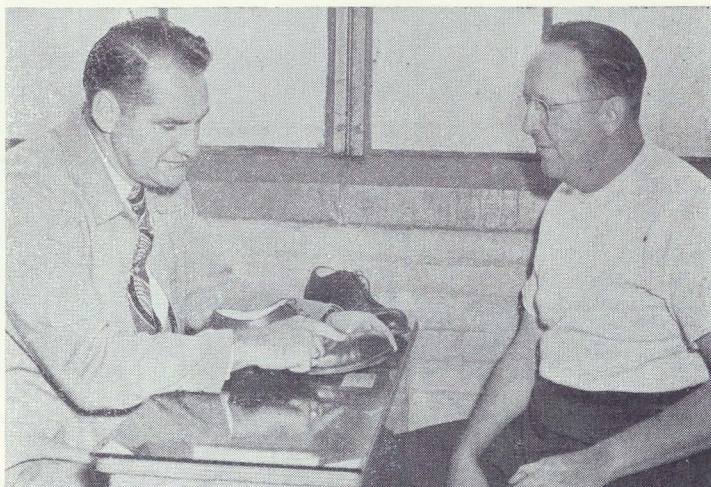
Safety at both ends—eyes and feet—is an accomplished fact now that the new safety shoe program is well under way. About three years ago the Safety Department started an eye safety program which has proven so successful that Scintilla decided a safety shoe program should be instituted for the convenience of its employees. During the past three years hundreds of Scintilla employees have taken advantage of Scintilla's eye program, and it is expected that the new safety shoe program will be equally successful.

Procedure for obtaining safety glasses through Scintilla is very simple: Each employee desiring safety glasses goes to his (or her) doctor or optometrist, obtains

a prescription and brings it to the Safety Office. Here, samples of various types of safety lens and frames are shown to the

(Continued on Page 16)

R. C. Dawson, Safety Engineer, points out advantages of safety shoes to Roscoe Brush, Tool Room. Mr. Brush was the first purchaser of safety shoes under Scintilla's new program.



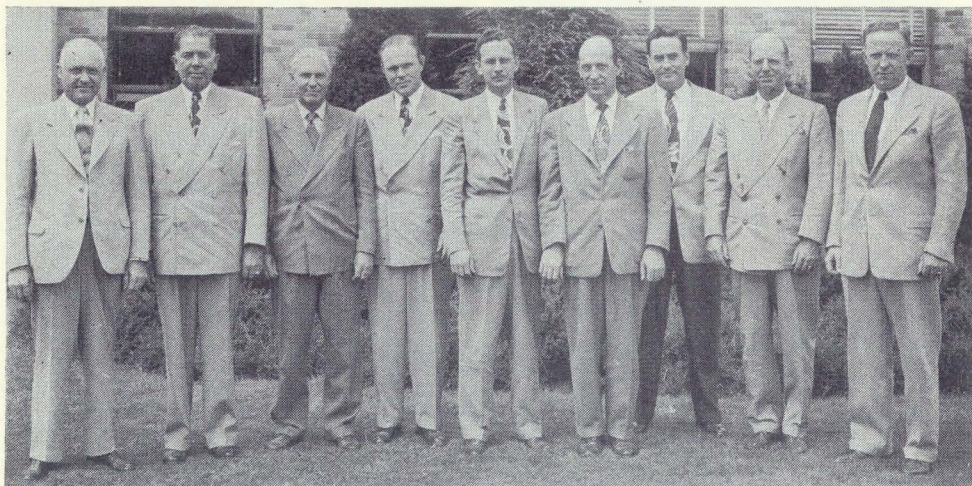
PEARL STREET HOME BUILT BY STEVENS



White story and a half owned by Mr. and Mrs. William Stevens was completed recently upon their Pearl Street building site. Results of Bill's efforts at landscaping are already beginning to take shape. Also, note picture window at right hand corner of house Bill is a member of the Engineering Dept.



B. G. GROUP AMONG AUGUST VISITORS



Above—Personnel from the B. G. Corporation, New York City, are pictured with members of Scintilla's Service Dept. during an August visit to our plant. The group discussed mutual ignition problems in general. L. to R.—L. W. Trees, Scintilla Service Manager; Charles B. Bunch, Mr. Welch, Earl McInTyre, Albert P. Elebash, Gene Burch, L. DeMillier, Thomas B. Taft and William Campbell.



SCINTILLA MAGNETO USED BY HOT-ROD ENTHUSIAST

A clipping from the Buffalo Evening News, submitted by Clyde Hathaway of Dept. 6, reports the use of a Scintilla Vertex magneto in "souping up" a '39 Ford. According to the newspaper, Charles W. Morton . . . writing in the Atlantic Monthly Bulletin . . . had quite a time with a '39 Ford which he souped up with Mercury engine blocks, McCulloch Blower, a Scintilla Vertex magneto, and a two-speed Columbia rear axle.

Mr. Morton reported that the Scintilla magneto had "great wallop and a perfect rate of automatic spark advance." According to Mr. Morton, the car had a zero to 50 interval of 7.4 seconds. He's looking forward to the converter who will boost Ford's new 150 h.p. Lincoln engine by 50%, and snuggle it down in the smallest new 2-door sedan in the Ford line.

Pictured at the left, Mrs. E. Kirkegaard, Scheduling, and Mrs. Mildred Rowe, Service Dept., are shown during vacation visit to opening of New York International Airport at Idlewild, N.Y.

Fire Demonstration Held at Scintilla

Following purchase of four new Ansul DuGas fire extinguishers, a demonstration was held this month at Scintilla. The demonstration was arranged by Harold J. Purdy, representative of the Plant Equipment Corporation, Buffalo, with members of the Scintilla Fire Department participating. These new type dry chemical extinguishers are considered to be about the only type fire extinguisher which will put out a propane gas fire. They are also described as excellent for handling liquid type fires such as burning gasoline, solvents, thinners etc. The extinguishers will be kept at points near the new propane gas installation.



Safety Program *(from Page 3)*

employee. A purchase order is issued to the manufacturing optician and one deduction is made from the employee's pay to cover the employee cost of the safety glasses.

A similar setup has been put into effect to facilitate handling of orders for safety shoes. Scintilla employees are invited to look over a selection of safety shoes appearing in catalogs which the Safety Department has on hand. Upon selection of a pair of safety shoes, a purchase order will be issued for the employee. Deduction from the employee's pay will be made in the same manner used in the eye safety program.

Scintilla employees who desire a fitting also have the opportunity of obtaining safety shoes through local shoe merchants: For employees who are difficult to fit, this method of purchasing safety shoes is desirable.

R. C. Dawson, Scintilla's Safety Engineer, points out the fact that safety shoes today are of modern design and no longer

BEHIND THE COVER

The scene on our cover this month could very easily include you . . . or other members of your family. The scene is a happy one . . . mother, father and daughter leaving The Hospital, sure that facilities of The Hospital will be ready to serve them if ever needed. The Hospital means better health for all of us. It's our hospital, ready to serve us at all times, so count yourself in on the building fund, won't you?

follow the heavy, rugged lines of earlier types of safety shoes. Through development of better steels, which could be made thinner and stronger, the safety shoe industry has been able to produce various types of shoes with modern styling.



Left — Hartwick Nurses are pictured during recent Scintilla visit. During their stay here, Scintilla's Medical Dept. was host. L. to R.—Elizabeth Frank, Annabelle Gillro, Dorothy Washburn and Lucy Kennedy.

We aren't sure of how good the vacation fishing was at Cooperstown, but Keith Wrigley seems to be thoroughly enjoying himself. Looks easy, doesn't it?



**Peter
Strang**

... Experimental
Dept.

Meet Your Foremen

**Lewis
Randall**

Experimental ...
Dept.



A native of Manheim, Germany, where he was born November 28, 1897, Peter Strang, Day Foreman in the Experimental Department, came to the United States in 1926.

He completed his "popular" schooling in 1912, and entered a trade school where he served an apprenticeship of three years as a machinist. Upon his arrival in the United States, he went to St. Louis, Mo., where he worked over a period of several years.

He left St. Louis in 1933 and came to New York City, working there a year and a half before coming to Sidney in 1935. He started at Scintilla as a machinist in the Experimental Dept., later transferring to the Tool Room. In 1940 he was transferred back to the Experimental Dept. and later was promoted to Foreman.

Married and the father of one girl, he lives at 3 Patterson Street in Sidney. His hobbies include photography and good music. His favorite outdoor occupation is flying, and he soloed in 1945 at the age of 48. This experience came after a lifetime of wanting to fly, but never having the opportunity.



Lewis R. Randall, Night Foreman in the Experimental Department, has followed a career as a machinist since his graduation from Forest City High School in 1903.

He was born December 21, 1885, in Waymart, Pa., and attended Pennsylvania schools, completing his formal schooling in Forest City. He then went to work for the Hillside Coal & Iron Co. as an apprentice machinist. Including 4 years as an apprentice, he worked a total of 10 years for this same company before accepting a job on the Erie Railroad as a repair machinist in Elmira. He worked for the Erie 11 years.

He then went with Willys-Overland in Elmira, and worked there until the beginning of World War I when he switched to the Eclipse Machine Company as a machinist. He later went back to Willys-Overland, completing a total of 14 years before accepting a position with the Dairymen's League in Greene, where he was foreman of the repair shop.

He first came to Scintilla in 1941 where he started in the Experimental Dept. Pro-

(Continued on Page 18)

Scintilla

service anniversaries

For Month of July



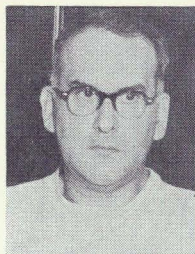
Julius Ruegg
20 Years
Department 70



Archie Bristol
20 Years
Department 42



George Brooks
20 Years
Department 32



Clifford Bush
20 Years
Department 34



Raymond Hatt
20 Years
Department 26



Herman Keller
20 Years
Department 2



Arthur Hoegger
20 Years
Department 11

15 YEARS

Fitzgerald, Donald

91-570

Randall *(from Page 17)*

motions to Ass't. Foreman and then Foreman came during the war. After V-J Day he went back to Group Leader, but was again promoted to Foreman within a short time.

"Pop," as he is often called by his co-workers, is married and has three sons. He lives at 40 River Street where he indulges in two main hobbies . . . woodworking and gardening.

10 YEARS

Frank, John

40-588

5 YEARS

Ackley, Edwin
Bye, Albert
Davenport, Erma
Donofrio, Anna
Dunbar, Ida
Hutson, Ethel
Jones, Beatrice
Jordan, Ralph
LeSeur, Mabel
Ostrom, Margaret
Panaro, Mary
Robinson, Barbara
Smith, George
Walsh, Charles
Westcott, Harvey
Whist, Robert
Young, Margaret

99-29
99-239
32-5108
38-5131
99-5136
38-5247
38-5259
92-2022
27-5293
41-5358
73-5364
10-5409
29-1413
90-1586
7-1619
90-1625
35-5543

In Memoriam *(from Page 12)*

liam H. Slawson Sr. of Sidney and Mrs. George S. Shaver of Bainbridge; three brothers, Floyd J. Seaman of Deposit, Horace P. Seaman of Einghamton and Howard Seaman of Guilford.

Texas boasts more airports than any other state. California is second.

U. S. researchers have sent rockets as high as 235 miles into the ionosphere.

BARTER COLUMN



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

All ads must be signed by the employee and submitted before the 12th of each month. No telephone number within the plant may appear in ad.

FOR SALE: Sunbeam piped furnace with pipes, registers and Holland thermostat. Also a Glenwood combination stove with two separate ovens. In perfect condition. Lawrence Shields, Dept. 42, or call Unadilla 2933.

FOR SALE: Set of Drafting Instruments, Keuffel & Esser "Anvil," prewar quality. Condition like new. May be inspected at any time. Also Sunbeam Mixmaster with all attachments. S. R. Kent, Sales.

FOR SALE: Continental Hcuse Trailer 27 ft., three rooms, electric brakes. In A-1 condition. Inquire T. Miner, Phone Sidney 5283.

FOR SALE: 30 gal. copper Hot Water Tank and standard. In A-1 condition. Price \$25.00. Mrs. Albert Burton, 22 Maple Ave., Unadilla. Phone 3894.

FOR SALE: Baby Carriage, Heywood-Wakefield. In good condition. Reasonable. William Uline, 28 Overlook Drive. Phone Sidney 3504.

WANTED: Second hand canoe. A. J. Poole, Jr., Fuel Injection Office.

FOR SALE: Baby Carriage. In excellent condition. Ralph Morley, 176 Johnston Circle, or Dept. 26.

FOR SALE: Silent Glow Oil Burner for kitchen range. Double unit, white enamel finish. Has been used three weeks and is in perfect shape. A. L. Meade, 92-1031.

FOR SALE: Gray Enamel Sink, 24"x30", with back and drain board. Also nearly new mixing faucets. Child's pedal auto. Ellery Lent, Phone Otego 2333.

Facts and Figures

U. S. banks are now speeding credit availability, using planes to transfer checks and cash.

Effective use of fighter planes from ships dates back to 1912, when the catapult was introduced.

First American planes in combat service in the first World War were Navy flying boats.

At peak power in World War II the Air Force had 243 war-strength air groups.

Today's best ocean crossing England-New York is five days. In that time U. S. airlines fly half way around the world.

Aviation is changing the economic and political tempo of the world.

Cards of Thanks

I wish to thank the management of Scintilla Magneto Division for the lovely sunshine basket which was sent to me while I was in The Hospital.

Lydia Finch, Dept. 38

We are deeply grateful to the Management and employees of Scintilla for their many kindnesses and expressions of sympathy during the recent illness and death of our Husband and Father.

Mrs. Arthur D. Reynolds
Leroy J. Reynolds
Edward J. Reynolds

I wish to express my deepest appreciation for the kindness I received from fellow workers and the management during my illness in The Hospital.

A. L. Meade, Dept. 92

ALL IN A DAY'S WORK . . .

New Advertising Folder presents the Bendix-Scintilla "Parade of Products"

Scintillator readers receive a bonus this month in the form of an interesting folder—"All in a Day's Work"—which gives an insight into the past and present of Scintilla. The new folder, put out by the Advertising Department, will be distributed primarily at the various shows in which this Division participates. Also, a supply will be kept on hand in the Reception Office for distribution to visitors.

"All in a Day's Work" is attractively presented in a two-color combination of black and green. In addition to a brief summary on the background of Scintilla, the Bendix-Scintilla "Parade of Products" is presented. Representative products from Scintilla's production lines are illustrated in photographic form. "Precision-built to insure greater dependability" highlights the general theme.

World-wide acceptance of Scintilla products—in all fields—is vivid proof of the confidence that consumers place in the name, Bendix-Scintilla. This confidence has been built up and maintained through the years by a constant program based on quality of product, skilled workmanship and service to customer.

In the coming years, Scintilla's "Parade of Products"—in all probability—will expand to even greater lengths. A look into the past—to the Scintilla of 1925 which turned out 10 magnetos a month—produces a feeling of confidence that anything is possible with the Scintilla All-Star Team . . . employees and management . . . working together.

THE INDUSTRIAL FIELDS OF
→

AIRCRAFT • MARINE • RAILROADS • INDUSTRIAL ENGINES
AUTOMOTIVES • COMMUNICATIONS