



THE
SCINTILLATOR
MAY, 1944



To many of us, the coveted Army-Navy "E" seemed a long time in coming, but it arrived on May 5th. Above photo shows the climax of the Presentation Ceremony. Flag is held by H. Hanni, General Manager, Col. J. A. McDonnell and Charles Glenn. Two members of color guard also lend a hand.
Photo by Norman C. Meagley

*" . . . for high achievement in
the production of war materiel"*

On May 5, 1944, the men and women of Scintilla Magneto Division joined the elite fraternity of civilian war-time America . . . a group that includes only a small percentage of the total industries producing materials of war.

We refer, of course, to the coveted Army-Navy Production Award, symbolized by the Army-Navy "E" flag which now flies with Old Glory and the Minute Man flag on our flagstaff . . . and the "E" pin worn by Scintilla employees.

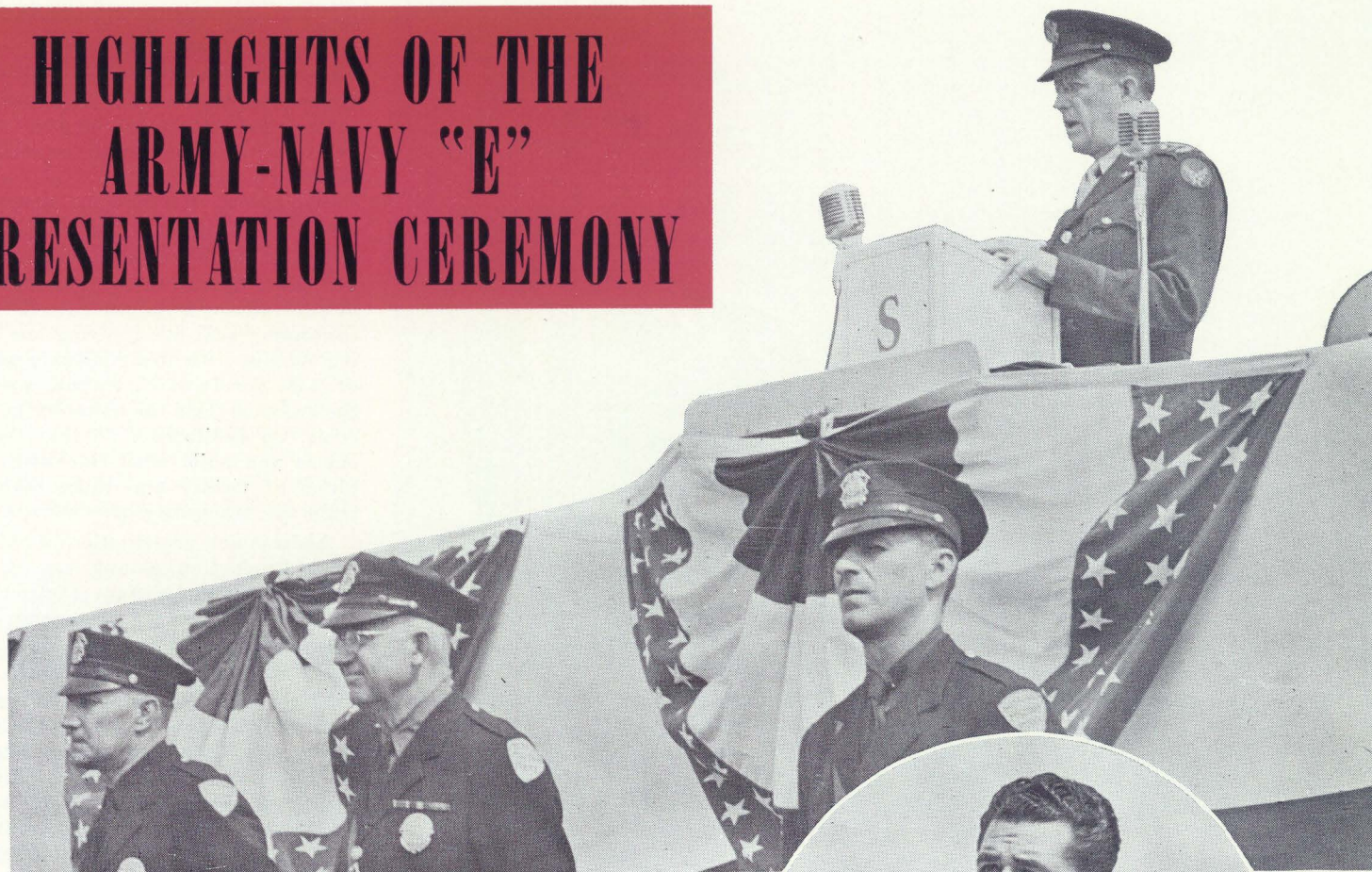
The "E" Award is an honor not easily won nor lightly bestowed. Instituted in the Navy as an award for excellence in gunnery, it was later extended to include outstanding performance in engineering and communications. The "E" Award today stands as our fighting forces' joint recognition of exceptional performance on the production front . . . of the determined, persevering, unbeatable American spirit which can be satisfied only by achieving today

what yesterday seemed impossible.

Recognition of our efforts may have seemed slow in coming, but our persistence has been rewarded at a time when the requirements for earning the "E" were even tougher than before. In the light of this fact, we may take a greater pride in our accomplishment.

But lest we forget . . . this war is not yet won. This is no time to rest on our laurels. In the words of Bendix's Charles Marcus at the "E" Ceremony, "There still is a hell of a lot of work to be done." The Army and Navy expect to fight to the finish. They expect us to do the same. There can be no let-down in our war production efforts. Our "E" flag will look better yet with a star . . . an additional award for excellence in war production. It's due in six months. Whether or not we get it is up to YOU. On the basis of past performance, we think the men and women of Scintilla will take care of the matter in their usual positive fashion.

HIGHLIGHTS OF THE ARMY-NAVY "E" PRESENTATION CEREMONY



Above—Col. J. A. McDonnell in his Presentation Speech, commends efforts of Scintilla workers in winning Army-Navy Production Award.

Right—Paul C. Munroe, Master of Ceremonies.
Photo by Norman C. Meagley

May 5, 1944, will be remembered with the fullest of pleasure by every man and woman associated with Scintilla Magneto Division. The Army-Navy "E" Flag, on that date, was officially presented to this Bendix Division.

Although the details of the program were under full control and ran with clock-work precision, we were totally dependent on Mother Nature to provide good weather. There is no doubt that she outdid herself in supplying us with a super-abundance of sunshine, warmth and breezes.

Compiling of invitation and announcement lists, together with mailing, were handled by the Sales Department. Balance of the details fell to the Industrial Relations Department where they were assigned to the several staff members. Due to the shortage of time allowed for completing the arrangements, several of the members responsible for whipping the various details into shape are said to have sprouted grey hairs. Nevertheless they appear to have recovered, as of this writing.

The ceremony opened promptly at 3:00 P.M., with the lawn well filled by employees, Sidney residents, employees' families and specially invited guests. Prior to opening of the ceremony a short concert was played by the Scintilla Employees' Band. Opening feature of the program was the singing of "America" by the audience, led by the Band and Employees' Chorus.

Master of Ceremonies was Paul C. Munroe, of New York City. In his opening remarks, Mr. Munroe paid a tribute to the Scintilla organization for the part it has played in the war effort.



"You all know why you are here and we, likewise, believe that Hitler and Tojo know why you are here. They have been regularly receiving ample proof that you have been effectively busy at Scintilla in Sidney, New York. The great predominance of planes that scream across the Axis skies, that lay waste to Axis industry and military objectives . . . these planes of ours that mock the fanatic technology of the enemy, fly with Scintilla magnetos and ignition systems, product of your engineering and your manufacturing.

"Let us reflect a moment on what you have done to merit the award you shall receive today and upon your importance to the united industrial efforts of America in the cause of a United Nations Victory.

"This was a sleepy valley in 1925 with a leisure stream, sometimes called a river, winding its way through the hills and meadows and farms, finding its way to the sea. It was to this valley that a few men and their families came to work and to live. They came here with great faith in Aviation, heads full of ideas, skilled hands anxious for activity

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Mr. H. Hanni, General Manager, Scintilla Magneto Division, accepts Army-Navy Production Award on behalf of management and employee family.

Photo by Norman C. Meagley

Highlights *(from page 3)*

and through the years they have designed and built the greatest ignition laboratories in the world . . . and they have raised up out of the plowed fields and the underbrush the most perfect magneto manufacturing plant in all the world. With courage and faith and devoted application, these men have built a little family to a giant enterprise.

"And so it is after all the complexity of design changes, of the growing pains of Aviation, of the ever-increasing stern demands of modern combat, Scintilla has kept an open mind and led all industry in ignition research.

"We know that all the prophetic clouds of airplanes that now darken the skies over Europe and the Far East fly with the products that you build here . . . vital heart of the United States great air-borne horsepower.

"You have built into your equipment such scientific advances that the operation of radio and radar equipment is possible even though your magnetos continuously generate high tension current . . . normally devastating to radio operation. Your engineers have mastered the mystery of static currents and your skilled hands have fashioned instruments of perfection.

"You will shortly witness the raising of a flag which is greatly sought and fondly cherished by every fighter on the production front. While we recognize in

the award of this flag a great honor, even more do we recognize in it the symbol of honors already won. The glorious summary of triumphs already achieved in far-off battle fields, even as the stars and stripes themselves, recall to the imagination of every American an infinite wealth of dramatic achievement. So will this Army-Navy 'E' Flag recall to us exploits that had their original source in the plans and in the skilled hands of all of you.

"In the recent news stories of Air Armadas over Europe, you all have read repeatedly how aircraft engines ceaselessly, unfailingly, through all weather and under even the most hazardous conditions . . . powered our planes not only to get through but to come back on their own. You must read a special significance and profound meaning into these stories. For you know better than anyone else, that upon the perfect functioning of the magnetos you build depend the operation of these aircraft engines. It is your part of 'The Invisible Crew' at work.

"Each of these flights are examples of what Scintilla ignition means in this war of all mankind, and the 'E' award commemorates this meaning quite as much as it recognizes the intensity of your devotion in turning out more and more of these vital equipments and the skill which steadily upholds their unfailing quality.

"You are the Eighth Division of Bendix to win this award. It is interesting to consider how vital and how appropriate a place you occupy in 'The Invisible Crew'

of all Bendix. For in very truth all of our 'Invisible Crewmen' must have for their goal, the conquest of space and time, by harnessing all the forces of nature.

"You build the source of life for Power and upon Power depends our successful flights into space.

"Many the winds that sweep down through this valley to whip this new 'E' flag, and the sun and the rain that shall fall upon it, bear witness to the success of your all-important efforts. And to your continuing zeal in supplying our advancing Armies with this fundamental source of 'Life for Power' . . . that we may in the end penetrate the unknown of time to come. So dedicated . . . that these machines you build shall ride with our vehicles of victory and cause them to be truly the transports of tomorrow."

Address and presentation of the Army-Navy Production Award was by Col. J. A. McDonnell, Assistant District Supervisor, A.A.F. Materiel Command, Eastern Procurement District. Text of his address follows:

"I am honored by this privilege of being with you today to assist in these ceremonies. Since the establishment of the Scintilla Magneto Plant at Sidney, I have been coming here on Army business, and as the years went by, I have been an interested spectator in the growth and development of your organization. Today another milestone has appeared on the Scintilla horizon and I am here on behalf of the Secretary of War and Acting Secretary of the Navy to extend their congratulations and appreciation to the men and women of the Scintilla Magneto Division of the Bendix Aviation Corporation for your excellent production work.

"No record of the war production achievements of America would be complete without full recognition of the splendid work of your organization. Your loyalty and sustained efforts have made a commendable record since the start of the war when you pledged your unreserved efforts to the task of waging total war and winning of total victory. That pledge you have kept.

"The right to life and liberty are basic guarantees to all Americans under the Constitution of the United States, and in working out the fulfillment of these aims, the thoughts and activities of our country have always been directed toward peace. Regardless of these noble ambitions, we find ourselves today well into the third year of a horrible war waged by cruel and ruthless enemies whose war program included a plan for the enslavement of all America. To defeat these enemies our country must have the fullest possible assistance from industry. Airplanes, warships, tanks, guns and merchant ships are needed in great quantities but they cannot build themselves. This big job requires a large portion of our nation's money, management and manpower. To this need, American industry has given a noble response.

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Highlights (from page 4)

"The United States, through the untiring help and cooperation of American industry, now has the best equipped fighting forces ever mobilized by any nation in the history of the world. In addition to equipping our American Armed Forces, we have, through the medium of lend-lease, supplied our allies with large amounts of critically needed fighting equipment. It is in no spirit of boastfulness that we make this encouraging report, but rather with the full realization that the job ahead will call for an even greater effort on the part of all of us because a tremendous amount of airplanes, tanks and other munitions and war equipment will be required continuously to maintain our supply lines to the front.

"As we meet here today, millions of our soldiers, sailors and marines are waging war in all parts of the world. Other millions are poised and ready to attack Germany, and this kind of total war means the total mobilization of every man and woman, every factory and every farm working toward one end . . . and that is the decisive defeat of our enemies. This situation demands the most effective and efficient use of manpower, and it has become the task of the government to fit every man and woman into the job where they will be most useful in the war program. You, as Americans, working in an American factory, can help greatly in the solution of this problem by your contribution of skill, energy and loyalty to your job. The life of the man in uniform depends upon how well you do your part.

"America's part in this war had to commence in the workshops of our country, and when they started producing, the Armed Forces were able to start some offensives . . . and you have noticed that within the past year we have moved over closer to the enemy. You soldiers on the production front have made it possible for us to do that, and we could not have done so without your help. The need for this teamwork with industry, must be clear to everyone. A nation in today's world is only as strong as the ability of its industries to produce the vital items of war equipment, and produce them on time. Material arriving late on the field of battle might as well never arrive at all.

"The war program placed an enormous responsibility upon the Management of Scintilla Magneto Division. Large quantities of magnetos and other equipment were needed and because of our extreme service conditions great care and precision in manufacturing was necessary. Many new designs were needed. Large numbers of employees had to be trained. Substitute materials were often necessary. Plant expansion was needed. The Management and employees of Scintilla united in their efforts and obtained record production. This ever-increasing contribution of yours to the war effort has been made

in the truly American way . . . through the application of management experience, engineering knowledge and mass production "know-how." The result of all this is teamwork in which men and women merge their varying qualifications into the doing of one big job for the defense of our nation.

"You of the Scintilla Magneto Division have contributed mightily and effectively to the war program. If one could follow the products of the Scintilla Division, its warpath would lead from Sidney to every battlefield in the world. Every time a major aerial offensive takes place the products of your plant are up there taking a part in the fight.

"It would be possible for me to talk for a very long time on the various phases of production for war, but we have come to Sidney for another purpose. We have gathered to assist in the awarding of the Army-Navy 'E' Flag. Credit for winning this honor belongs largely to the men and women of the Scintilla Magneto Division. Their loyalty and wholehearted cooperation is an inspiring example of the partnership that exists between American workers and our fighting forces. This honor is also shared by 1,034 members of your organization now serving with the Armed Forces. They are a constant reminder of the cause for which we fight, and our trust with them we shall not break.

"The Army-Navy Production Award in the form of the excellence flag has been awarded to the Scintilla Magneto Division of Bendix Aviation Corporation in recognition of your outstanding achievement in production for the Armed Forces. This award is our fighting forces' joint recognition of exceptional performance and is the nation's highest award to industrial workers for distinguished service.

"I congratulate the Management and the production force of the Scintilla Magneto Division, and on behalf of the Secretary of War and the Acting Secretary of the Navy, I present this Army-Navy Production Award Flag."

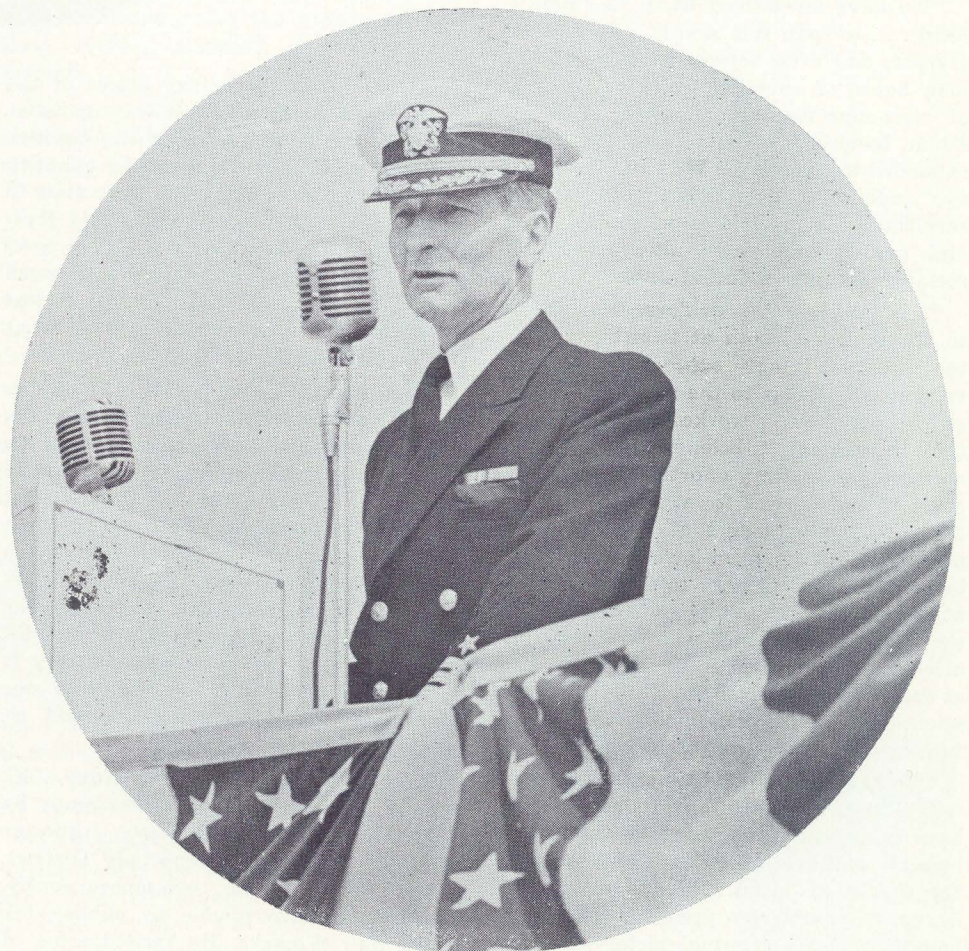
The "E" flag was accepted by Mr. H. Hanni, General Manager, Scintilla Magneto Division. The presentation ceremony climax came with the raising of the "E" flag on the flagstaff by the color guard picked from the Scintilla Auxiliary Military Police.

In his acceptance speech, Mr. Hanni said:

"It is a pleasure and a privilege to accept this Award on behalf of Scintilla Magneto Division. We are proud and gratified that our production record has been considered worthy of such recognition.

"This record has been made possible in large measure by the ever-present spirit of cooperation of Army and Navy per-

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An old friend of Scintilla, Capt. J. S. Evans, U.S. Navy, caught by the camera in his address preceding presentation of token "E" pins to Scintilla employee representatives.

Photo by Norman C. Meagley



Left—Charles Glenn accepts "E" pins on behalf of Scintilla employees.



Right—Mr. Charles Marcus, Vice President in Charge of Engineering, extends greetings and congratulations from Bendix Aviation Corporation.

Photos by Norman C. Meagley

Highlights (from page 5)

sonnel, who have always manifested an understanding, sympathetic, and helpful attitude toward our problems.

"We have all worked hard . . . mighty hard . . . to earn this Award. Since Pearl Harbor, and even before, we have put in long hours of overtime, days and nights of strenuous mental and physical effort. From hundreds of employees, we have expanded to thousands. We have increased our production over 25 times, without sacrificing the precision workmanship and high quality which have always been associated with the Scintilla name.

"The credit for this achievement belongs to all employees, both at Scintilla and at the plants of our subcontractors and vendors. It belongs to the men and women of production who worked long hours at their machines; it belongs to the Engineers who bent every effort to the development of new devices for war needs; it belongs to the personnel of the other departments, all of whom have devoted their best thought and energy to the vital work at hand. Credit is due everyone, from the department heads who planned and directed the activities, to the last employee at desk or machine who faithfully and conscientiously performed his duties in the face of war-born obstacles.

"We have contributed time, thought and toil to the cause of war production . . . have contributed them eagerly and gladly because we have the welfare of our country deeply at heart. No effort was too heavy, no trouble too great, so long as it helped to insure eventual victory for our Armed Forces. We have had always in mind the hundreds of fellow workers who have left bench, machine, and desk, to

meet the enemy in the far places of the earth. We have felt that it was up to us to back them to the limits of our abilities . . . to provide in ever-increasing quantity our share of the equipment they need to fight for our liberty, security, and freedom from fear. So we have done our level best, knowing that no matter how much we did for our front line fighters, it was little enough when compared with what they are doing for us.

"The Award presented here today is evidence that, to date, we have fought a home front battle of which we can be proud. But there is one fact of supreme importance to remember . . . the bitterest battles on the fighting fronts are just beginning. Hence, we must not let down for a moment, to rest on past achievements! We must, instead, redouble our efforts! We must produce still more, still better ignition equipment, until victory is won! So, and so only, can we show our appreciation of the honor accorded us today, and remain worthy of it."

Presentation of the Army-Navy "E" pins to Scintilla employees was made by Capt. J. S. Evans, U S. Navy, Inspector of Naval Material, Schenectady District. Capt. Evans spoke extemporaneously, therefore we are unable to publish the text of his remarks. He recited some of his early contacts with Scintilla, and traced his friendly association with the company down to the present day. In

closing his remarks he read the following citation, as directed by the Acting Secretary of the Navy:

"I have been directed by the Acting Secretary of the Navy to read the following citation:

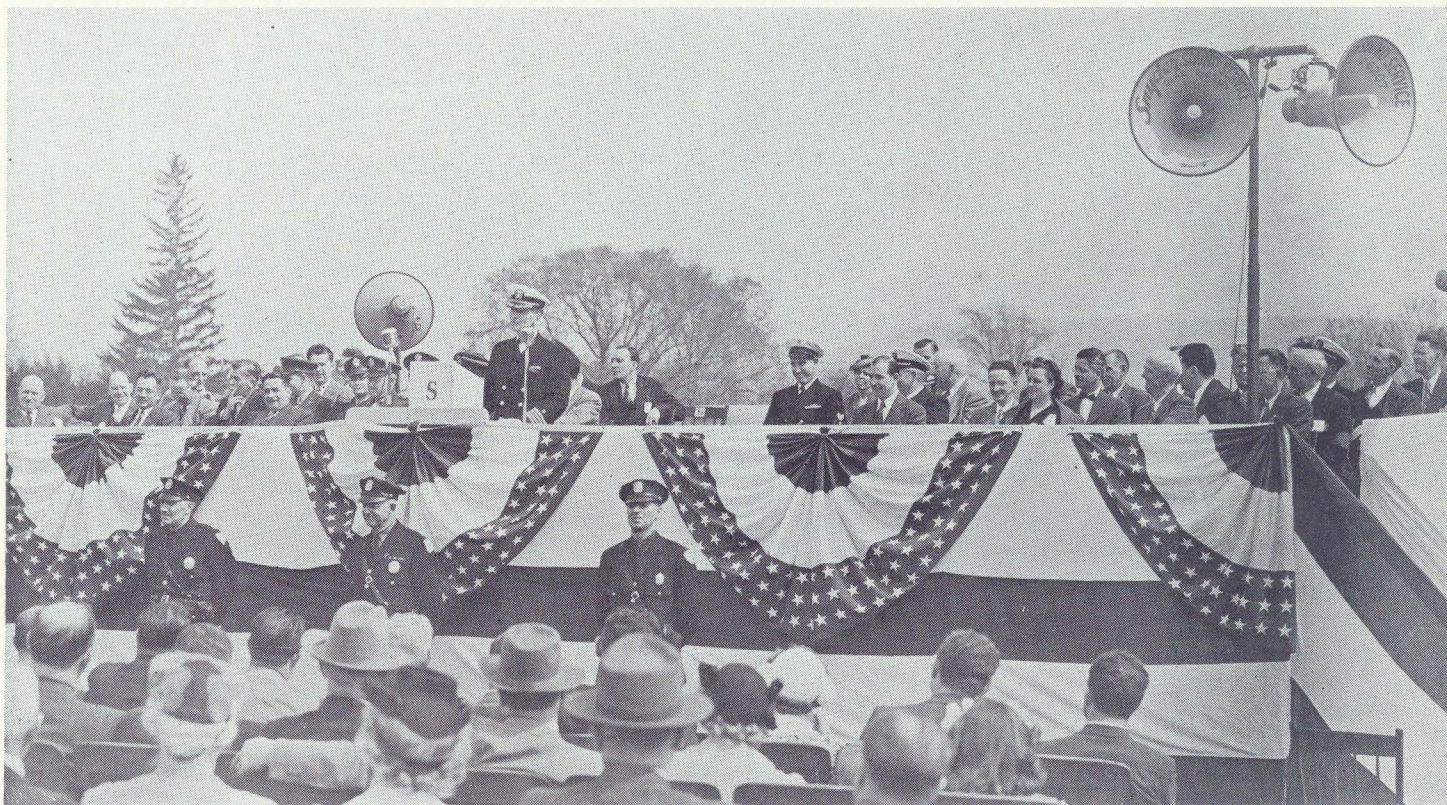
"For meritorious and distinguished service to the United States of America, the Army-Navy Production Award is hereby presented to the men and women of the Scintilla Magneto Division of Bendix Aviation Corporation, Sidney, New York. By their unflagging spirit of patriotism . . . by their acceptance of high responsibility . . . by the skill, industry, and devotion they are showing on the production front of the greatest war in history . . . they are making an enduring contribution, not only to the preservation of their country, but to the immortality of human freedom itself."

Following his reading of the citation, Capt. Evans presented token "E" pins to Charles Glenn, George McKeever, Eva Helary and K. V. Campbell. Acceptance of pins on behalf of employees was by Mr. Glenn, who remarked:

"It is an honor to accept this pin on behalf of the Ignition Employees Association, which represents the Scintilla factory workers.

"We all fully realize the significance of this pin and will wear it with pride. To

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General view of stand at Army-Navy "E" Ceremony. Capt. J. S. Evans, U. S. Navy, was speaking at time photo was taken.

Photo by Norman C. Meagley

Highlights (from page 6)

us, it means that our earnest efforts to produce the ignition equipment needed by our Armed Forces have so far been successful. But it also means that we must keep on fighting the battle of production . . . that we must make even greater contributions . . . to the winning of the war.

"We therefore pledge ourselves, as Americans, to keep on doing our utmost, so that our fighting men will not lack the weapons they need for the great battles to come. We shall back them up to the last ounce of our abilities . . . and will never let down until victory is ours!"

The ceremony was brought to a close by the singing of the "Star Spangled Banner," again assisted by the band and chorus.

Back Seat Drivers' Holiday

It seems that mascot Tom Hann, with his Number 1 Scintilla Bowling Team, and mascot Rutherford, with his Number 2 Scintilla Bowling Team, journeyed to Elmira, May 7, to take on the two top teams of Eclipse, our brother organization there.

The three-game totals for the Number 1 setup were 2750 pins for Eclipse, against 2596 for Scintilla, and the Number 2 outfit showed 2726 for the Eclipse rollers, with Scintilla pounding them down for 2476.

However, our Number 1 outfit, consisting of Dietrich, Baker, Gray, Rooke and Finch (Office Supervision) were very

happy that their total score was larger than that of Factory Supervision, which outfit operates under the handles of Pollack, Payne, Kuebler, Lawrence and Greene.

However, the odds against our boys were exceedingly great right from the start. On the way up, the Number 1 outfit had a flat tire. All, with the exception of B. Rooke, tried to show the others HOW to change a tire, with resulting "wounds" on their bowling thumbs. Incidentally, Mr. R. supervised the operation by chucking rocks at a bottle floating down the Chemung River. Sighted same . . . sank nothing.

"Art" Dietrich developed a blister which he expects to use in putting out fires in Subcontracting . . . which is always.

If only Pollack and Kuebler hadn't used their whiffle piffle ball, things might have been better. As it was, Pratt of Eclipse on the Number 1 outfit showed a beautiful 640 three-game total. He had games of 244, 151 and 245. C. McPherson, also on the Number 1 Eclipse Team, banged out a 569. On their Number 2 Team, W. McPherson high-balled it for 612, with games of 175, 234 and 203. Miller, with a 579, also did a nice job.

The Eclipse boys treated our fellows to refreshments, and a tour of inspection was conducted through the Elmira Plant. Needless to say, our men were very pleased. They hope to repay the kindness.

P. S. They were all sleepy heads on the way back.

Sport Notes

As we go to press, we are advised that Scintilla will be represented in the Industrial Baseball League sponsored by the Binghamton Y.M.C.A. The team's roster is not yet complete, therefore we are unable to list the players. Other teams in the League are Anasco-Ozalid, I.B.M., Galayda, Endicott-Johnson and Remington Rand. In view of the gasoline and tire situation, we are not suggesting that employees follow the team to out-of-town games. However, we do strongly urge that the boys be given our backing at home games. During the month of June the team will play two games in Sidney . . . with Endicott-Johnson on June 4th, and with Remington Rand on June 25th.

Two official horse-shoe courts have been installed at the east end of the plant and are already in use. A volley ball net also has been set up for use by any employees interested in more strenuous recreation. The equipment for both volley ball and horse-shoes was furnished by the USO. Construction work was done by our Maintenance Department.



Air Cadet Robert J. Davis is undergoing a ten-week's course in pre-flight training at Maxwell Field, Alabama. Bob worked in Tool Design before leaving Scintilla.





Scintilla Employees' Band and Chorus added a touch of color to the Army-Navy "E" proceedings.

Photo by Norman C. Meagley

SAFETY SLANTS

This month the realization and fulfillment of a keen desire long looked forward to by the Management and the employees of Scintilla, came with the awarding of the Army-Navy "E".

With the winning of this citation for production, go the best wishes of our Armed Forces that we shall continue to maintain our production schedule. It is our opportunity . . . let's make the best of it.

A well-organized safety program is an effective means of assisting in the attainment of this and similar citations. The conservation of manpower resulting in the saving of man-hours as a result of accident reduction has long been accepted as being essential to the fulfillment of production demands.

The National Safety Council figures, as partially reported for 1943, show a 3% decrease in accidental deaths in 1943 over 1942, and the reduction of 7% was enjoyed in the severity rate which is determined by the number of days lost time per thousand man-hours worked. Early

figures for 1943 indicate an average of 9.58 and a severity of .69.

We at Scintilla, too, have reduced our frequency and severity rate, but as yet we are slightly above the average. The improvement in our record is greatly due to the fine attitude of the employees, and any further reduction that may be enjoyed in a program to work and live safely will also depend on this cooperation.

Priorities and production demands today many times cause delay on the part of Management in the immediate correction of an unsafe condition. For this reason, it is exceedingly important that we all recognize the hazards present, and exercise added precaution and good judgment to prevent accidents. Then, too, each of us must assume the added responsibility of eliminating unsafe practices. If we all recognize and accept these facts, we shall continue to enjoy and improve our accident experience.

May we point out a few of this month's hazards:

1. Spring fever—This health hazard is highly contagious. The symptoms are drowsiness and muscle relaxation. The brain functions more slowly. Secure plenty of fresh air and do some gardening.
2. Let's remember the hazards present as we answer the call of the great outdoors. Grass fires cause great damage and make an added strain on fire protection facilities.
3. Cleaning up and gardening will offer possibilities of minor cuts and bruises . . . treat them promptly.

Scintilla Little Theatre Notes

From somewhere in North Africa, Grady E. Matthews, RM 3/C writes us . . . "here's thanking you also for making it possible to have cigarettes sent over to North Africa as a token of your kindness. I can say for a large majority that they more than appreciate your thoughtfulness."

We don't know Grady, but we do know that he and millions of others enjoy the momentary relaxation of "lighting up."

It is with this thought in mind that the Scintilla Little Theatre will present a universally well-liked comedy-drama, "Lavender and Old Lace" (Samuel French), at the Sidney Central School Thursday and Friday evenings, June 8 and 9.

The cast in order of appearance is as follows: Hepsy—Barbara Aber; Joe Pendleton—Fred Smith; Sophrony Frotter—Audrey Nelson; Jane Hathaway—Dorothy Russell; Mary Ansie—Barbara Dower; Carl Winfield—Andy Catelli; Dr. Howard Patterson—Dick Crepeau; Ruth Thorne—Ethel Pinnock; Bernice Carleton—Mary Hinkley; Jim Ball—George Ferrell.

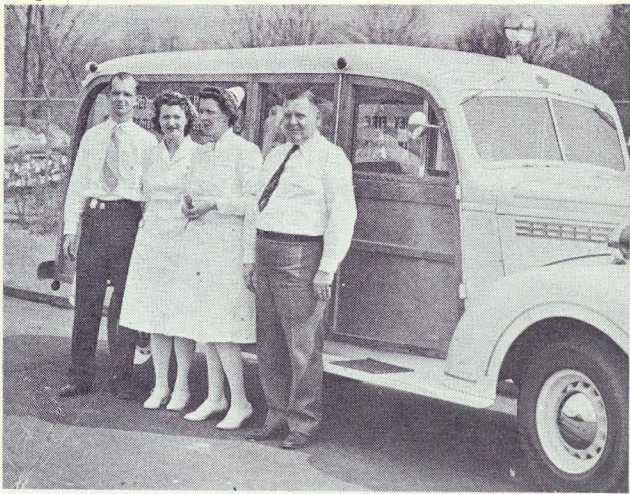
How about lending your support to aid us in purchasing more smokes for the boys "out there." Come on, let's give all the Gradys a lift . . . what do you say?

I wish to thank all of those who were so thoughtful at the time of my husband's accident and our bereavement, especially Departments 39, 31 and 24.
Mrs. Luzerne Fineout

4. The call of the open road will tend to increase traffic which will bring added hazards.

With the coming invasion, more than ever, it is necessary to give our best. The result we attain today will greatly determine tomorrow's benefits.





Wherever a crowd congregates, it is always wise to provide for the unexpected. Through cooperation of the Sidney Fire Department, this Emergency Car was held in readiness at the Army-Navy "E" Ceremony. L to r—Robert Laraway of the Sidney Emergency Squad, Inez Hollenbeck, R.N., and Mary Hill, R.N., both of Scintilla, and Sidney Fire Chief, Archie Spencer.



The spring and summer conservation program of the Sidney Amateur Field Trial Club is well under way. At this time the secretary wishes to announce the various activities scheduled to promote conservation of fish and game.

Trout are the biggest item of interest to many of the fishermen in our club. Through the efforts of Ralph Mason, the club has released 650 rainbow trout ranging from 8 to 16 inches long. They have been liberated in the waters of the Unadilla River, between East Guilford and Rockdale. This liberation is more or less an experiment. All persons catching any of these fish from now until the season closes are urged to register their catches.

The registration will be the basis upon which the State Department will judge whether this area will be subject to another allotment next year. Registration stations will be in Sidney, well marked for easy accessibility.

In addition, the club will sponsor a fishing contest as an incentive to register these fish. Fishing rules will be out by the first of June.

Another project of equal interest is pheasant raising. The club recently purchased 400 eggs to be hatched and brooded through facilities furnished by the club. The eggs are now in the incubators and the chicks will be ready for the brooders on June 8th. In addition to this order of eggs, the club expects about 200 chicks from the State Department of Conservation. These chicks also will be brooded by the club.

All this requires a lot of time from a very small minority of club members. However, they are willing to do these things provided the sportsmen will back them up financially. More members are needed to carry on this work. If you, yourself don't want to join, remember the fellows coming back after this war is over. They will need activity to keep themselves fit until they can again adjust themselves to civilian life. The club feels that fishing and hunting will give them that activity. Let's be the leaders in Delaware County.

of those black-outs. At least not in the daytime.

A very pleasant surprise indeed was the recent visit of a former co-worker, Hirsh Moore. Only, Hirsh, next time don't be so dressed up. We'd like to show you all the new gadgets and let you try them yourself.

ANN J. OLMSTEAD, Receptionist (center) poses with her Assistant Receptionists and Pages who handled the details of checking in guests on Army-Navy "E" day. L to r—Marion Donato, Mary Ann Elmore, Vivian Kelly, Marie Cresson, Ann J. Olmstead, Louise Wheeler, Katherine Simmons, Rosalie Murphy, Connie Donato



LUCILLE PARKER and Gertrude Rhodes, Personnel Department, assisted in the job of tagging Army-Navy "E" visitors at the South Gate.

Wanted: A New Scintilla Trade Mark

We have been asked to announce that the Management is receptive to ideas or designs for a new company trade mark. Our present trade mark was established several years ago, and while it has not outgrown its usefulness, it is desirable that a new improved trade mark be adopted. Anyone interested in submitting a new design, or ideas to be incorporated in a new design, is cordially invited to do so. Both words "Bendix" and "Scintilla" must be included in the trade mark.

All designs or ideas should be submitted to Mr. T. Z. Fagan, Sales Manager.

Department 16 Flashes

Assembly had a very enjoyable party at Long River Inn recently. Did I see a look of disappointment or triumph in Edith's eye? At any rate, I wouldn't say she looked exactly lonesome.

Marge Kelsey was recently visited by her husband, Hugh, of the U. S. Army.

Bud Richason and Doc Gibbs were in recently to pay us a visit, after completing their basic training at Sampson.

We noticed "Proud Papa" Jewell beaming the other day. His son, Chet, was walking through the department.

Say, Mr. Pittet, just where did that candy come from, anyway? We hope you had a Happy Birthday, too.

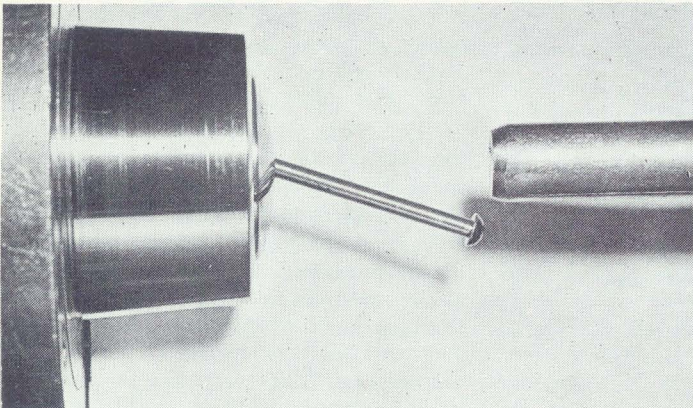
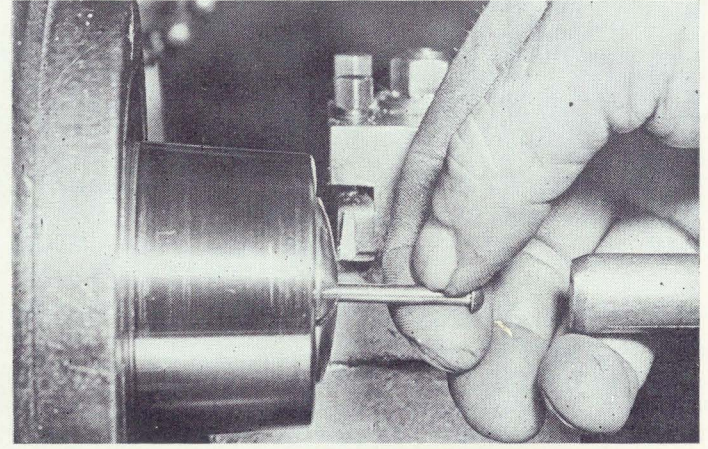
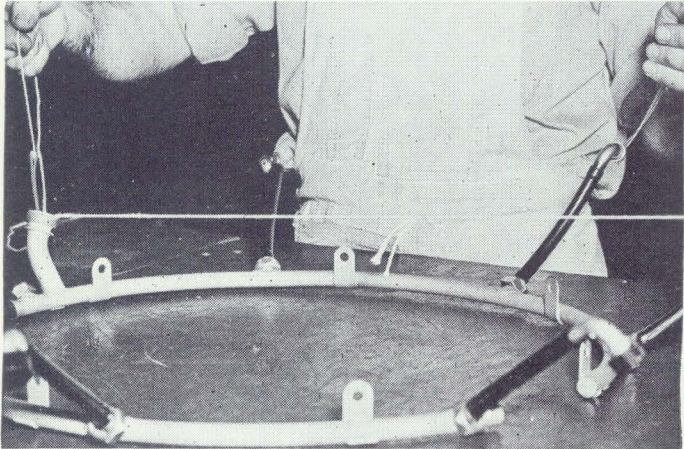
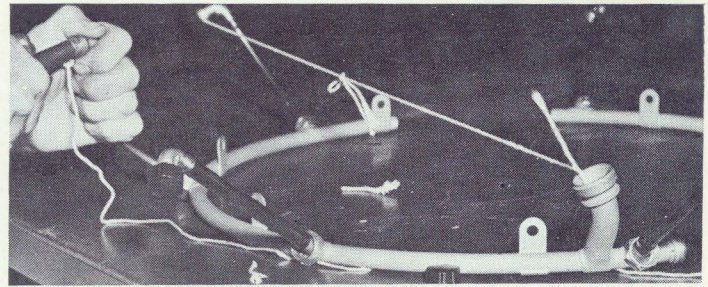
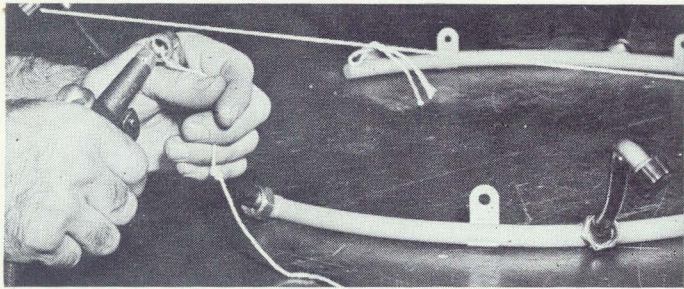
Ken Swartout boasts the arrival of a baby boy. Congratulations, Ken.

Good luck to you in the Army, Gerry Gould.

Dick Bendle should take his "boots" off soon. Yes, he's at Sampson.

Frosty Budine, don't go pulling any more

PRACTICAL APPLICATION OF SUGGESTIONS



The five photos in this group illustrate two suggestions now receiving practical application. Photo at upper left shows first step in new method of wiring tubular manifold. Compressed air blows string through manifold from lead where wire is to be inserted. Caps over other leads prevent air from escaping anywhere except through outlet. Step two (upper right) shows string being forced through outlet. In third photo (left center) wire has been tied to string and drawn through manifold. Operation is repeated from each lead. Average time now required for wiring manifold is one-half hour. Formerly it took 4 to 6 hours, depending on the number of outlets. Previous method utilized a fish wire which was first pushed through manifold (a trial and error process), then wiring was attached and pulled through. Right-center photo illustrates method (removal by hand) of ejecting machined pieces from hand screw machine. Under new method (lower photo), spring and plunger inside ejector handle push piece out when handle is moved. Removable collar on shaft makes it possible to replace spring and to change plunger to fit any size pieces being machined.

Photos by Norman C. Meagley

We're Angling for the Big Ones!

Since the beginning of our Suggestion Plan, a number of Scintilla employees have received Suggestion Awards totaling \$100 or more. The balance have run principally into amounts between \$5 and \$25. This is not to be construed as inferring that minor suggestions are not welcome. Any suggestion that can save time, material, money or effort . . . regardless of what it may be . . . will be given most careful consideration.

We do wish to emphasize, however, that we are in the market for suggestions of a more elaborate nature . . . suggestions that may be put to work on a large scale, and which will be paid for on a corresponding basis.

Right now YOU may be toying with an idea which, if developed, might mean a lot to Scintilla in terms of dollars and cents . . . and to YOU! We urge you to bring that idea out into the open. If you keep it

secret within your brain, it can benefit no one.

So let's have it! Help yourself to a Suggestion Blank from the nearest Suggestion Box, and start your idea on its way. This is a definite invitation to every Scintilla employee.

Photos published in this issue show how Suggestions submitted by Ralph Morley and Ray Shaffer have been put to work. We hope that future issues will carry other accounts of similar accomplishments. Who's next?



★
PFC STEPHANIE KLEPEJ of the WAC's is stationed at Holabird Signal Depot in Baltimore, Maryland. "Pat" worked in Department 49 while at Scintilla.
★

Loyalty

If you work for a man, in heaven's name work for him! If he pays you wages that supply you your bread and butter, work for him—speak well of him, think well of him, stand by him and stand by the institution he represents. I would give an undivided service or none.

If put to the pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But, I pray you, so long as you are a part of an institution, do not condemn it. Not that you will injure the institution—not that—but when you disparage the concern of which you are a part, you disparage yourself.

More than that, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along, you will be uprooted and blown away in the blizzard's track—and probably you will never know why. —Elbert Hubbard

Servisnews

Howard Osborn, who has been worrying about spare parts and replacement lists for the Army and Navy at his desk for the past seven years, has decided to join the Navy (at the special request of Uncle Sam) to see how things are going. He leaves June 1 and takes with him the best wishes of his fellow workers for an active and eventful career.



FUTURE ADMIRAL OSBORN

We print herewith a photo of how Howard will look on his first visit back here after induction. We all feel that Howard will do big things in the Navy and will no doubt become an admiral before long, but this "Quickie" photo will give you an idea of how he will look in his new garb. So long, Howard, good luck and hurry back.

Lt. Burton S. Cook, Service's Flying Lieutenant, (Lucky Cookie) has already been dodging lead and steel greetings sent up his way by Nazi admirers (?)!!

April 26, Sales and Service had another successful party at Rock Inn. All in attendance agreed it was an evening well spent. Rumors are in the wind that the next get-

Combat Toughened Old P-38 is More Than a Match for Luftwaffe Planes

A 15TH AAF FIGHTER STATION: "P-38's are the toughest fighter planes in the world," declared T/Sgt. Donald A. Brenden, a flight chief for a squadron. Sergeant Brenden speaks from first-hand knowledge, for he was crew chief of "Dear John," which he claims to be the oldest P-38 in combat.

"Dear John" started in combat back in July of 1942, when Major Edward S. E. Newbury of Bakersfield, California, took off on his first recorded combat mission. This was a patrol flight over the North Atlantic, lasting several hours.

Since that first flight, "Dear John" has flown the Atlantic and then completed its

tour to North Africa. Now it has recorded 92 missions in combat, of which 43 were strafing and fighter bombing and 49 escorting heavy and medium bombers.

On a mission through the Sicilian Straits in April 1943, Major Newbury had a high explosive bomb hung on "Dear John," which he dropped on top of a ferry for a bulls-eye. Later he flew the plane on many fighter-bombing and strafing missions during the July invasion of Sicily.

When Major Newbury left the squadron, Lt. James S. Alford of Washington, D. C., began flying "Dear John." Lt. Alford, while on an escort mission to Cape Fano, Italy, in November 1943, ran into four enemy Focke-Wulf fighters. Alone, he and "Dear John" fought it out until "Dear John" was so badly shot up that he had to stop at a friendly field on the way home.

Twenty millimeter cannon shells had put holes in an aileron, and one had exploded in the left boom. Then fifty-caliber machine gun shells had damaged two blades of a prop and hit the engine cowlings. But next morning "Dear John" took off and flew safely home.

"Dear John" is now almost two years old. Sergeant Richard Abbott, Norwich, New York, who succeeded Brenden upon the latter's promotion to flight chief, reports that "Dear John" still has the original tires, booster pumps and vacuum pumps, but many of the other parts have been replaced when worn.

The armorer, Sergeant Manual Coute of Newport, Rhode Island, is proud of the fact that "Dear John" still has the original fifty-caliber machine guns.

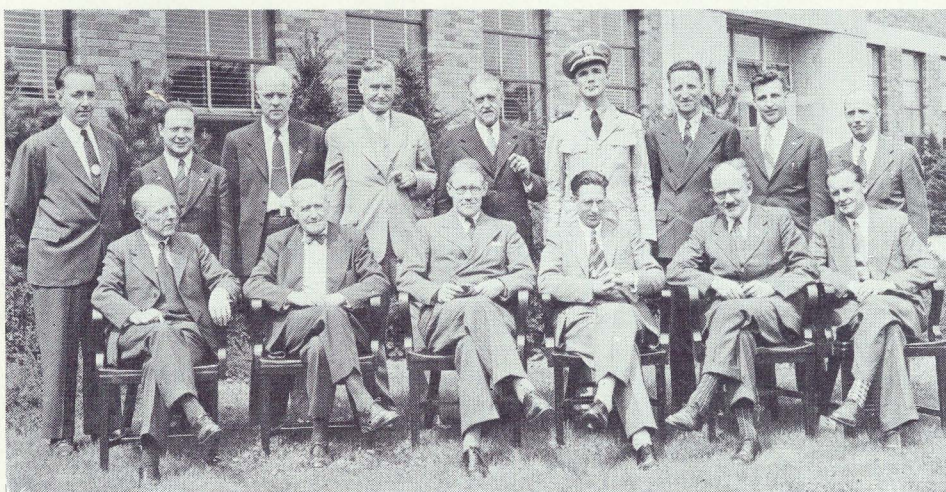
Now it is still flying combat for this oldest fighter group, and Captain A. Peterson of Chicago, Illinois, the squadron engineering officer for the past two years, declares, "It is still more than a match for the German Luftwaffe."

together will be an outdoor meeting with a taint of "picnicness" to the affair. We will await further developments eagerly.

We were all pleasantly surprised recently by a visit of Cpl. "Bob" Wickham and his wife, the former Marjorie Smith, both of whom were co-workers of ours. "Bob" has been training in this country for almost a year with an anti-aircraft battery, and he states that he expects to go "over there" before long, as he feels the boat whistles are getting mighty close.

Marguerite Harris is the latest addition to the personnel of Service. We all welcome Marguerite and trust she will enjoy her new surroundings.

As we go to press, a hot softball game between the Sales Department Sluggers and the Sultans of Swat of the Service Department is planned for Saturday, May 13.



Members of the British Radio Components Mission, with representatives of the War Production Board visited Scintilla on May 15. They also dropped in at the Oneonta Manufacturing Company, who produce parts for Scintilla. Members of the Mission are old friends of the U. S. Mission (of which W. J. Spengler, Executive Engineer, was a member) which went to England last year. Visits of this nature are valuable in obtaining close cooperation in the joint war effort between the United Nations. Front row, l to r—A. W. Montgomery, G. H. Tipper, G. F. A. Burgess, Chairman, J. M. Fleming, E. J. Franklin, F. W. Copeland . . . all members of the British Radio Components Mission. Back row, l to r—T. Tognola, L. H. Segall, S. Gerig, A. Bekker (all Scintilla), H. F. Wierum (W.P.B.), Lt. L. P. Marvin, Jr. (W.P.B.), Herbert Eckweiler (W.P.B.), A. J. Ruscito and W. J. Spengler (Scintilla).

Department 18

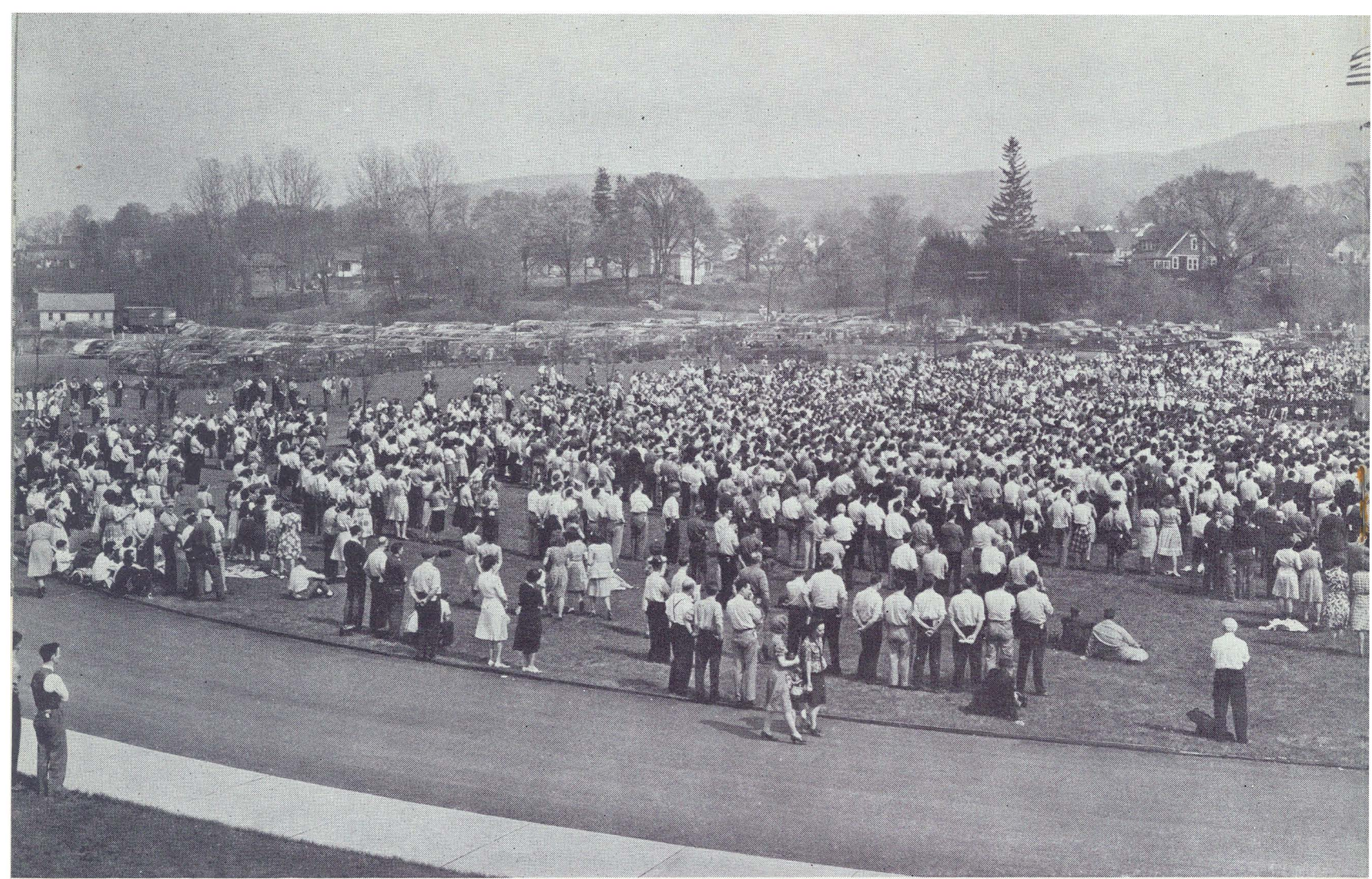
The sight of the month: Helen and Nellie taking a dog home with them. To make sure he couldn't get away, they even had him on a leash. "Oh where, oh where has my little dog gone?"

Evidently Lucy doesn't like the day shift. After trying it for about three weeks, she went back on nights. "Dear, dear, what can the matter be?"

Uncle Sam has called again. Charlie Crandell is in the Army, and Dick Flanders and Clarence Lewis leave soon for the Air Corps and Navy, respectively.

We're glad to see Flossie Burns back on the job after her recent illness.

What is it about the Paint Shop that is so attractive to Carl Kiff and Joe Morley, now members of Cost Control?

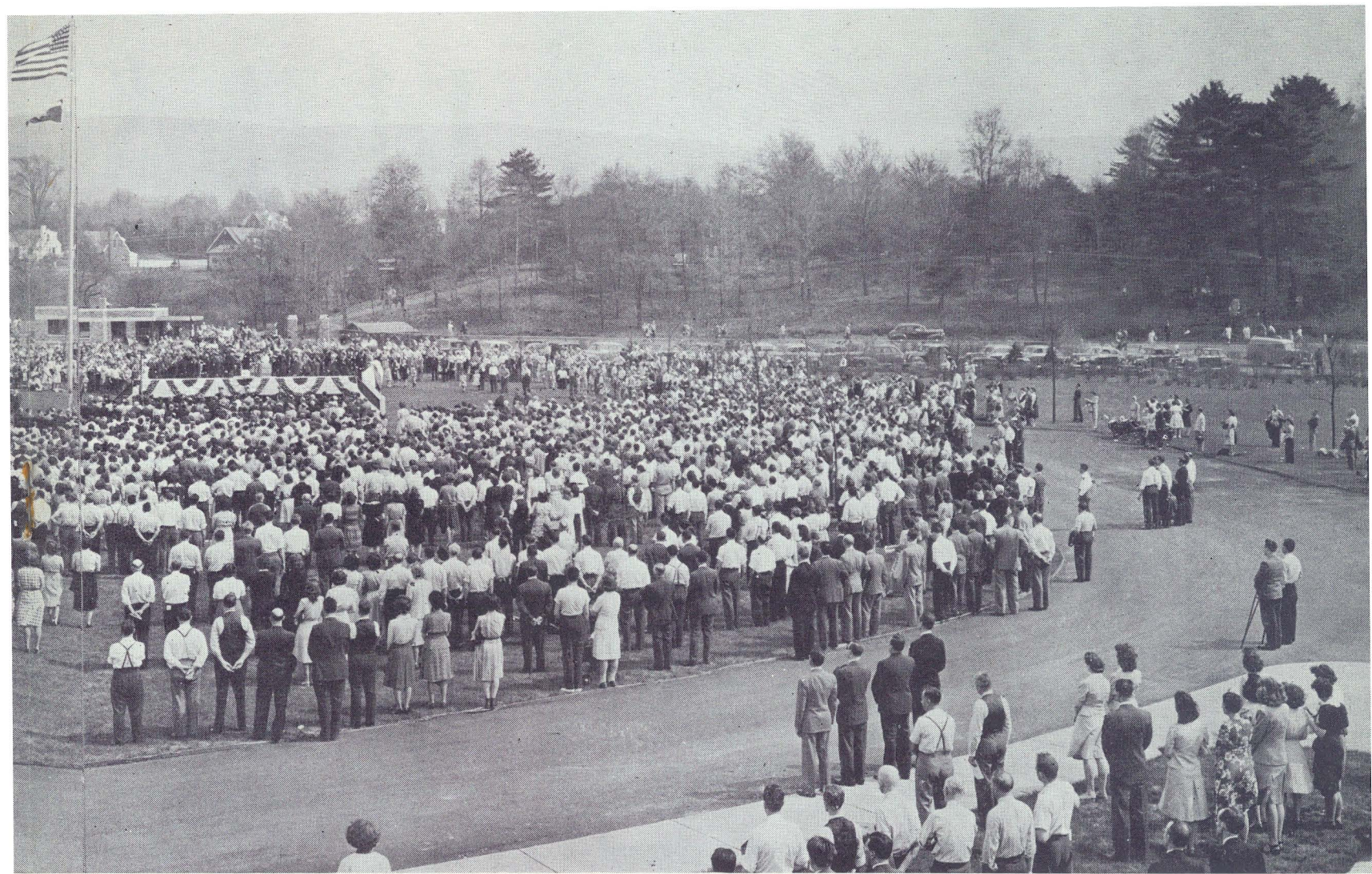


Above—Panoramic view of crowd in attendance at Army-Navy "E" Presentation Ceremony. Photo was shot from roof of office building at end of ceremony.

Photo by Harry Earl

PHOTOGRAPHER





RS' FIELD DAY

Below—Mr., Mrs. and Miss Scintilla combine the "E" Ceremony with an opportunity to enjoy the bright sunshine ordered especially for the day. The weather man was good to us.

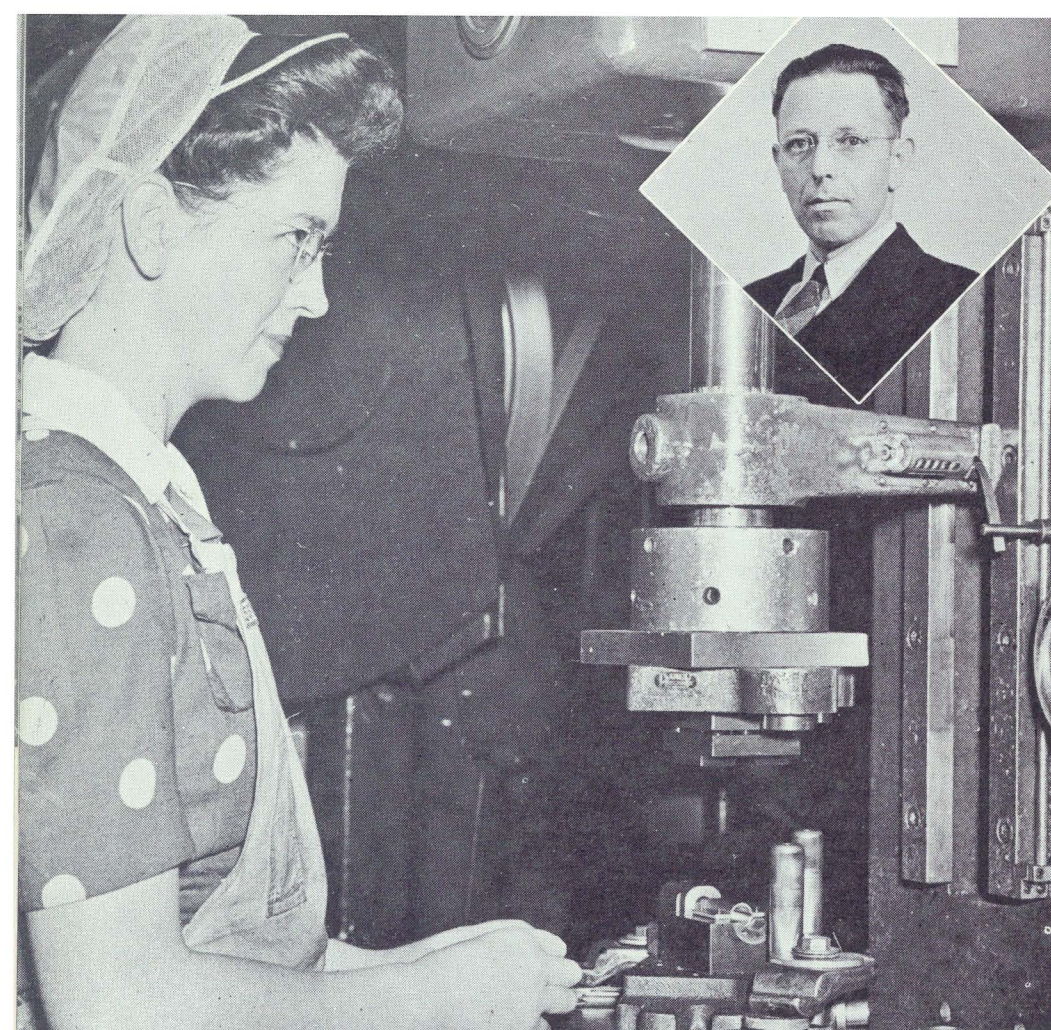
Photos by Bob Keyser



LINKS

DEPARTMENT 21

Story on Page 16

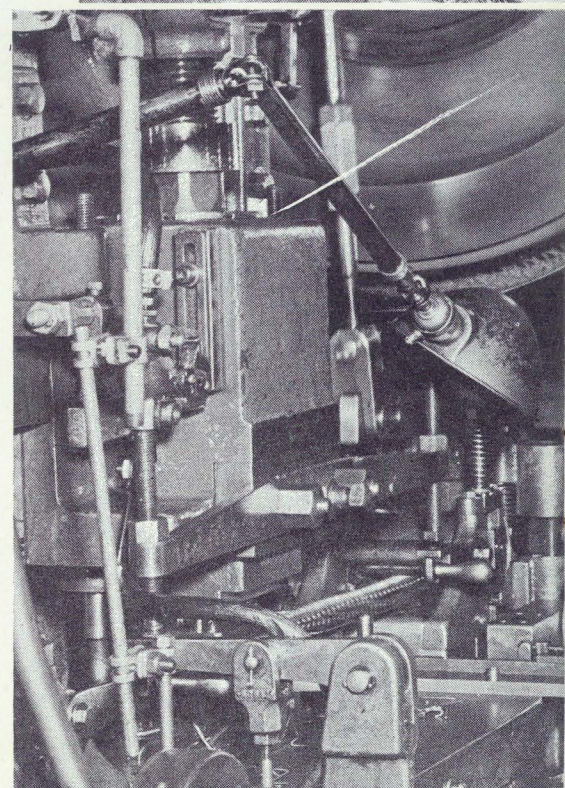
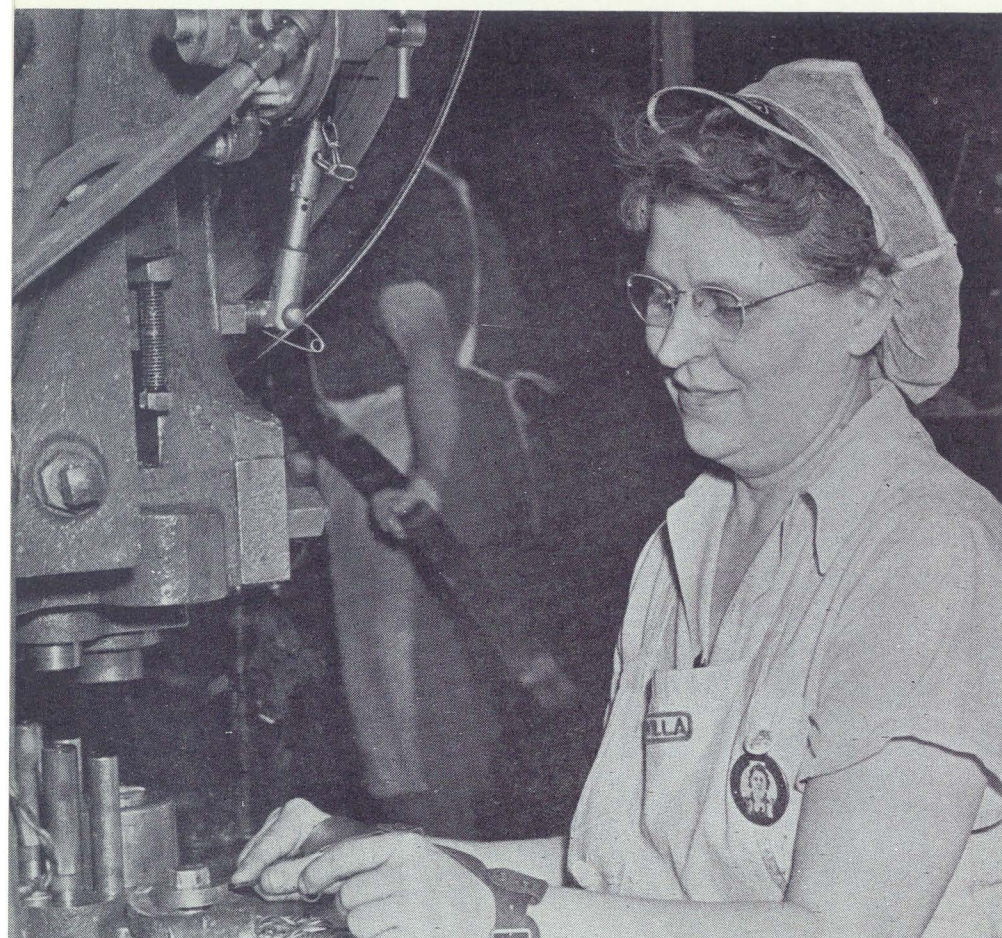
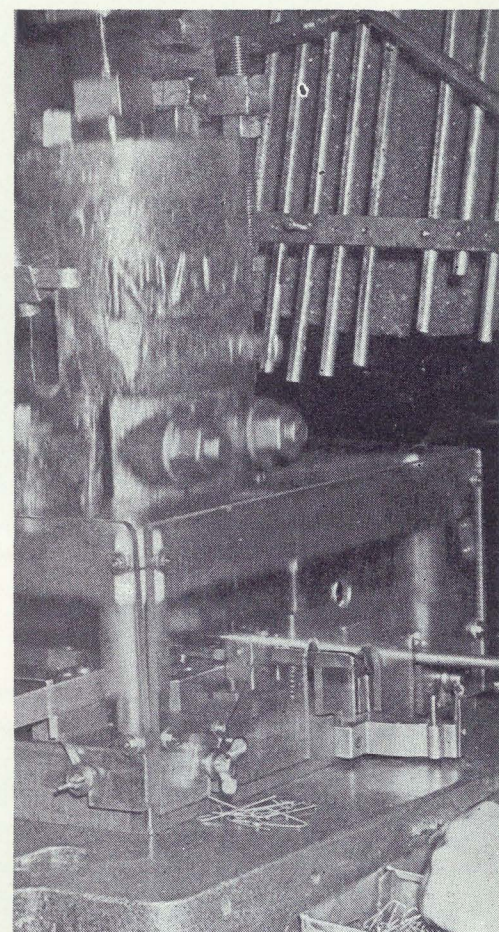


Above—Mrs. Edna Rickard (21-74) operates a hydraulic press. Operation shown is assembling and riveting rotor fans for PC Magnetos. Machine is an Oil Gear Hydraulic Press. Inset—Harry Foulds, 1st Shift Foreman.

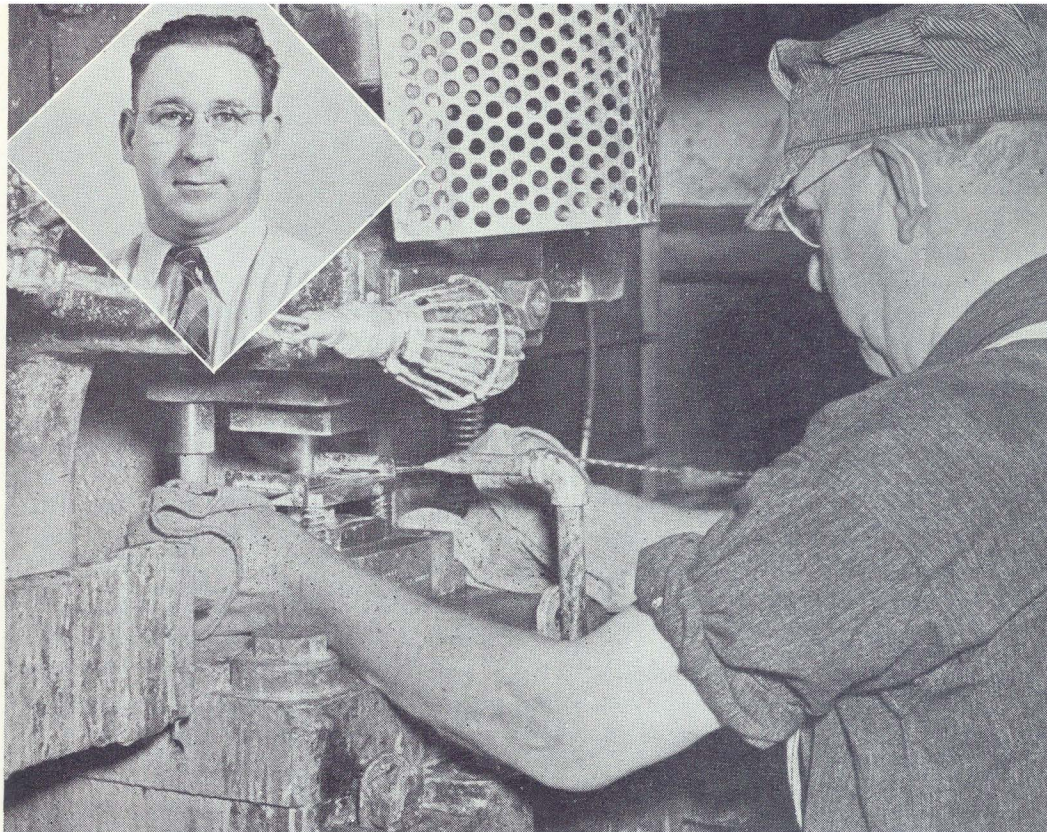
Below—Knurling operation on steel lock washers is the job handled by Miss Matilda Hopper (21-116). Machine is a V & O Punch Press.

Upper Center—Harold Vanderwerker (21-34) operates a Niagara Press designed for blanking and stacking pole shoe laminations. Plexi-glass shield is a safety measure, allowing operator to watch work but guarding against hand injuries.

Lower Center—A V & O Automatic Punch Press . . . operator, Kenneth MacDonald (21-9). This machine blanks and stacks rotor laminations. It automatically blanks and stacks the number of laminations for which counter is set, then stops. By use of an ingenious gear arrangement it can be set to count any desired number of blanks.

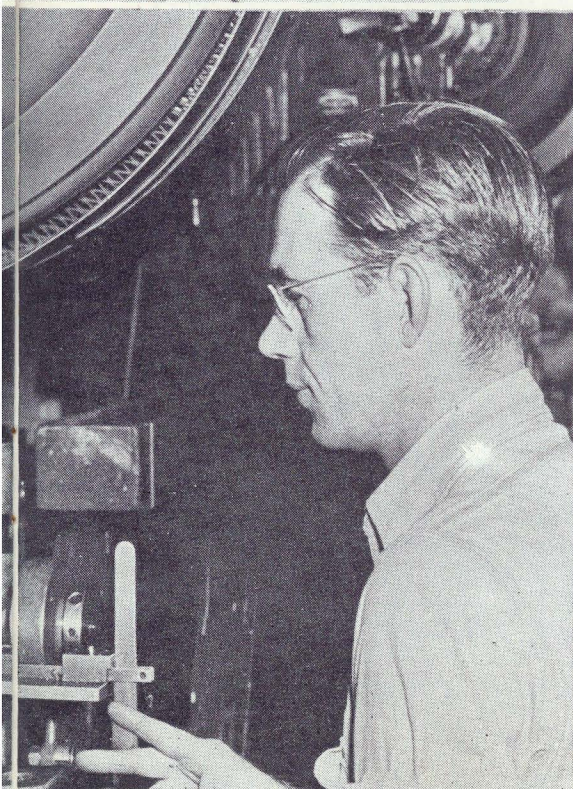


IN OUR PRODUCTION CHAIN . . .



Above—A Consolidated Gear Press used for blanking flyweights from stainless steel. A pressure of 75 tons is exerted by the press in cutting each blank in this operation. *Charles Ricks* (21-4) is the operator. Inset—*H. L. Scofield*, 2nd Shift Foreman. Below—A veteran Scintillite, *Walter Male* (21-12) operates a "riddle" . . . a device used to remove shavings, chips, dirt, etc. from small parts. Mr. Male has been a Scintilla employee for about 16 years.

Photos by Norman C. Meagley



Links In Our Production Chain . . .

DEPARTMENT 21 - PUNCH PRESSES

The punch press is a common article in modern industry, and is indispensable in a business such as ours where thousands of small flat parts are required every day. Massively built and developing tremendous pressure, its rhythmic "thump-thump-thump" can be heard above the whirl and clatter of the surrounding machinery. And when a battery of them cuts loose at once . . . well, they may not sound like a symphony orchestra, but they're sweet music to the boys who are riding herd on Axis gangsters in the clouds.

Mass production has been made possible, in a large degree, by the versatility of the punch press. In a fraction of a second, it bites into metal and turns out a piece to any pre-determined size and shape. Early metals craftsmen who laboriously shaped a piece at a time would marvel at this modern mechanical wonder.

Many of the flat stock parts used on our production lines are born in Department 21. The bulk of 21's turn-out consists of laminations, washers, pole shoes, magnet assemblies, connectors and electrodes. Formerly a part of our original Department 11, the Punch Presses were reorganized into a separate department (21) about 1936 or 1937. At the present time, women constitute about one-fifth of the total operators in our Punch Press department.

Approximately 85% of the work on 21's presses starts with raw material, with the balance made up of work routed from other departments. Parts produced are used mostly in magnetos, but some are also made for harnesses. Metals used include brass, steel, beryllium copper, stainless steel, monel metal and Armco Electric Steel. Raw stock varies in width from 3/16" to 7", and from .0001" to 3/16" in thickness.

Quality of punch press work depends largely upon the accurate alignment of dies, proper clearances, and careful setting-up of the work. Because of the necessity for close tolerances in our finished products, the quality of our punch press work must be considerably higher than is true in other industries. A majority of the dies used on our presses are made in our Tool Room. Dies are expensive tools, and a punch press operator carries a heavy responsibility for keeping them in good working condition. In a number of cases, a careful operator, with dies in top-notch condition, has turned out about 400,000 pieces before the dies had to be resharpened.

T. J. Beyen is Day Shift Supervisor of Department 21; R. Linderman, Night Shift. Al Bagnall is General Foreman, Days. General Foreman at Night is Fay Brooks. First Shift Foreman is Harry Foulds, and H. L. Scofield serves in the same capacity on the Second Shift.

Cost Control Chatter

Goldie Foree and Joe Roberts became our Service Stars number 7 and 8 respectively, during the month of May. Alice Davis, Nancy D'Imperio and Jeanette Mawney also left the department at the same time. A party was given in honor of this group at the Long River Inn, Friday, May 12. It was attended by fifty people, including several guests from other departments who had been associated with one or the other during their long period of service with Scintilla. Gifts were presented by Mr. Kleiner, Eleanor Moody and Jerry Alt. We all wish Goldie and Joe a happy, safe voyage in their service as Wave and Sailor, respectively; while to Alice, Nancy and Jeanette, we hope you will not forget us and that you will find it possible to keep in contact with the bunch and be with us often on our gatherings.

Mrs. Eleanor Lofthouse will take the position vacated by Nancy D'Imperio, while Norma Utter and Eleanor Moody take over

Alice's duties. They have the best wishes of the entire department for success in their new positions.

Your scribe went out on a limb recently and found himself managing a softball team, to be known hereinafter as the Comets. The name is made up of "Co" from Cost Control and "Mets" from Methods, which means that Bill Ring and Bob Close of Methods will play with the Cost Controllers. Let's hope we may find a good bunch of rooters at the games. We will need support in more ways than you can imagine.

At the present time, George Campbell is trying out for the Magneto team and we know he will make it. Lefty Mauro is at his old post on the Cardinal's roster.

Fishing stories seem to circulate throughout the office, but to date we have not heard anything that qualifies as a prize winner. Maybe the boys are having trouble getting films for their cameras.

We have not heard from some of our Service Stars lately and would appreciate



This is one of the new boards designed for display in the interests of plant safety. Concealed fluorescent light at bottom of board provides constant illumination. Boards have been spotted at various points throughout plant.

Your Personal Mail

We in the Mail room are willing to aid in receiving and dispatching personal mail, but a surprising number are leaving letters with insufficient postage. Delivery is held up in the receiving post office until the addressee pays the postage due. Others toss in letters without any stamp and without the sender's name. The only possible procedure then is to open the letter in order that the sender may be advised.

If company envelopes are used for personal letters we tape out the Scintilla corner card, otherwise when the letter comes back because of insufficient postage or addressee having moved or other reason, your letter has to be opened, that we may know to whom it is to be returned.

While on the subject, please give correspondents your home address or Box No. Advise them not to write you at the plant. Your cooperation will be taken for granted.

C. E. Libby
Mail Supervisor

it if Lillian Jones, Bill MacLaury, Elmer Dann, Stewart Currie and Joe Toplon would drop us a line. Dom Chilletti was home on furlough from Camp Stoneman, California recently. This is the first we've seen him in fourteen months, and he looked like a million.

We would like to hear from all of you, and would like to get a picture, if possible, from those who have not yet sent one in.

Chief Dickinson Takes Tactical School Course

Chief Harry Dickinson recently completed a week of intensive training at the Second Service Command Army Tactical School in Hackettstown, New Jersey.

Maintenance of adequate internal security measures requires co-ordinating the activities of plant guards with other enforcement agencies, as well as with the Army. Purpose of the training course at Hackettstown is to bring together the members of these various groups, correlating their activities in the interest of better internal security.

Some of the subjects covered by the course, both in the classroom and in the field, are:

1. Organization of Internal Security
2. Possibility and nature of 5th Column action
3. Use of chemicals and domestic disturbances
4. Riot control formations
5. Booby traps
6. Construction and use of improvised weapons, including molotov cocktail, hairbrush grenades and booby traps.
7. Operation of sub-machine guns, gas grenades and 37 m.m. gas riot gun
8. Minor tactical operations

Department 63

Among those who have left our department are Mary Sinniger, Laura Palmer, and Adella Buzalewicz. Esther Chandler has gone to visit her husband in Colorado and will be back in a month. Edith Shadel and Betty Gillette have joined the WAC's and were given a farewell party at Rock Inn. Good luck, girls.

Among others to leave are George Slawson and Howard Birdsall of Spark Plug Inspection. They joined the Navy. Dick Baker expects to join them soon.

What happened to Larry Beams? He broke a toe or foot, or sump'n. We aren't sure which it is, but anyhow, we're sorry it happened.

It seems that Irene Alger is not aware of the manpower shortage these days. The way she turns down dates is unheard of!

Upon answering the phone a few days ago, we were very much surprised to hear someone ask for Budd "Clark Gable" Hilsinger. And speaking of Budd, we wonder if it is necessary for him to make all those trips to payroll.

Have you noticed all the glamour boy pin-ups in 62? Quite a billboard, too. The Spark Plug gals will welcome any contributions . . . even Sinatra . . . but no girl pin-ups, please.

The gap-setting bench is pretty quiet now since Elma went on days, unless Kay is working down that end of the line.

Why is Mars always singing "Stormy Weather" when he's down by the Imps?

New workers on our line are Alice Van Gorder, Bessie Ketchem, and Kathryn Anson.

Recent visitors to our department were Lt. Edward Luckenbach, Pvt. Kenneth Palmer, and A/C James Fiorina. All were former employees of 63.

FIFTH WAR LOAN OPENS JUNE 12th

Plans are being completed by the Committee for Scintilla's participation in the Fifth War Loan Drive which begins nationally on June 12th, ending July 8th.

This drive will have a \$16,000,000,000 goal . . . the highest yet for any of our War Bond Drives. A figure of this size is almost astronomical insofar as the average person's ability to comprehend it is concerned. But for that matter, the cost of this war itself reaches a fantastic total.

A winning combination includes men, materials and money. Men alone cannot win without materials . . . and materials depend upon money. And where does the money come from? Well, in past drives it has come from individual purchasers and business, with individual purchasers heavily in the minority. If the new goal is to be met . . . and we dare not think otherwise . . . the average man and woman of America must increase his or her Bond purchases in the Fifth War Loan Drive. These are straight facts, supported by everyday, garden-variety arith-

metic. So let's face the issue . . . there's no point in beating around the bush. Every man and woman with an income is expected to buy to the utmost. Common sense tells us that this drive probably is the most important one since the outbreak of the war. Common sense also tells us that none of us can afford to damage the war effort by failing to meet our obligation.

Scintilla's quota in the Fifth Drive is \$150 worth (maturity value) of Bonds for every former Scintilla employee now in the armed services. The total will be about \$160,000 . . . based on the anticipated number of employees in service as of June 12th. As in past drives, an in-plant organization will be formed to contact every employee during the drive. Their task is not an easy one, therefore it will be much appreciated if every employee will cooperate as fully as possible.

A hundred and fifty dollars worth of Bonds for every Scintilla man and woman now serving Uncle Sam. Let's go!

Packing Bench

The Misses Helen Finch and Dorothy Denney spent a few days in Connecticut recently.

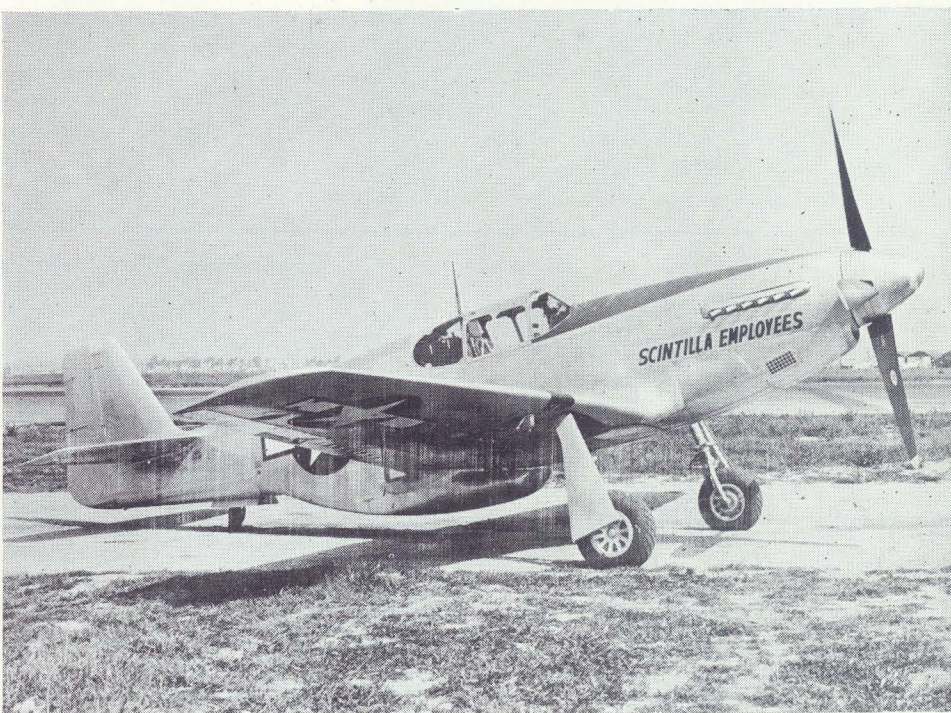
Hazel Pomeroy is leaving us to be home with her mother.

Millie Henderson is working days again for the first time in nearly two years. Millie has been with us over eight years now.

The Packing Bench heard from Dick Bendle, who is at Sampson. He says he likes it fine.

The girls have been enjoying the candy and peanuts thrown through the fence at them since the door was locked.

Florence Auringer is expecting a visit from her son, Fred, who will be home on furlough soon.



This is what happened to the money you paid for War Bonds in the Third War Loan last Fall. By now "our plane" may be on the job clearing the skies over Axis territory . . . which reminds us that the Fifth War Loan begins June 12th. As this is written Scintilla's goal in the Fifth War Loan has not been made known. But whatever the goal may be, every one of us will be called upon to increase our War Bond purchases. It's the least we can do to back up the boys. Let's do it cheerfully and willingly.



Photos by Harry Earl

Upper photos—General views of Engineers who attended dinner in honor of Donald B. Morse, who recently took new post on West Coast (see story). Lower photo, l to r—J. R. Frei, Ralph D. Morse, Donald B. Morse, Lt. G. L. Dockstader, Jack Burr, Lt. (j.g.) B. T. Ayers.

D. B. Morse Engineering Representative for West Coast

D. B. (Don) Morse has been appointed by Scintilla to be the West Coast Engineering Representative. An office will be maintained with the Pacific Division of Bendix Aviation Corporation, 4657 Lankershim Blvd., North Hollywood, California.

On Friday, May 12, a dinner party was given in Mr. Morse's honor at Rock Inn. The party was attended by Lt. G. L. Dockstader and Lt. (J.G.) B. T. Ayers from the Bureau of Aeronautics as guests of our Chief Engineer, Mr. J. R. Frei. There were also about forty members of the Engineering Department present to wish Don good luck before his departure.

After the dinner, Jack Burr (Toast Master) introduced the guests from the Bureau and then called on Don Morse to say a few words to the group before his departure. Mr. Morse stated that he did not feel that he was saying good-by to his many friends and associates at Scintilla, but just "So Long," as his work on the West Coast would require frequent trips back to Sidney.

Mr. Frei outlined the work required of an Engineering Representative in contacting the many Aircraft Factories and activities in the West Coast area, and expressed his satisfaction that the requirements would be ably met by Mr. Morse.

Lt. Ayers, now connected with the Maintenance Division of the Bureau of Aeronautics has just returned from eighteen months of active service in the Pacific. Lt. Ayers' work in the Pacific was connected with aircraft maintenance and he gave a most interesting description of many difficulties encountered in keeping planes flying where the facilities are at a minimum.

Mr. Morse departed from Syracuse via American Air Lines on Sunday, May 14, for his new assignment.

Wasted Time Is a Cross

"Awarded the Navy Cross for heroic actions in keeping with the highest traditions of the Navy." A proud moment for family, friends and country. But . . . remember that other cross . . . that final, silent award for the giving of life . . . that small, white cross that repeats itself on frozen hillsides, sunbaked desert, lonely beach and jungle clearing. You would not deliberately award an American boy that last, lonely cross, yet every hour you waste brings one more American boy closer to this tragic symbol. Help to award another medal and prevent another cross.

Department 87

Welcome to our clan, Jim Mac Adams, Dot Kirkland and Arletta Warner.

Latest dope is that Vinci is still on the ragged edge.

Anyone want to go horseback riding???? What sweet young thing overslept, forgot her badge, and -----???

Department 87 is having a skating party at Hillcrest Rink on May 24 (roller skating, by the way).

Just why did Frane trot off to Washington, D. C. May 11? Certainly wasn't to see the Cherry Blossoms! Couldn't be that First Lieutenant, could it?

Somebody comes in, gets some papers on House's desk, and puts them back at night. No one sits there all day. Must have been the Department 87 spook.

What was Truesy suffering from one Friday morning???

Purchasing Department

Martha Payne has returned after a leave of absence of three months, which she spent visiting relatives in California. We are all glad to have Martha back after her sojourn in the land of sunshine.

About thirty attended the party at Rock Inn, Thursday, May 4, for our two resigning employees, Mrs. Marion Hiscox and Jesse Howland, and for Pvt. Grace Armstrong, who has been spending a 15-day delay en route, after six months at Palm Springs Air Field, California. A delicious chicken dinner was served, and dancing was the order of the evening. Someone got the brilliant idea of starting a Paul Jones, and from then on things went to town. The honor guests received gifts, and an excellent time was enjoyed by all.

Nina Gill has moved to Sherwood Heights. Watch out, Nina, a special police officer lives right across the street from you.

Home Gardener's Corner

(Editor's Note: The material for this article is furnished through courtesy of the New York State College of Agriculture and Home Economics, and the New York State Extension Service.)

Asparagus

Every home gardener who has a permanent garden near the house, and with enough space, can easily develop an asparagus bed that will produce fresh asparagus with little effort on the part of the gardener. Asparagus may be harvested for several weeks each spring before any annual crops are ready for use. A good asparagus bed will start bearing the second season and, if properly cared for, will continue to produce for 15 or 20 years.

A hundred asparagus plants set 18 inches apart in rows 4 feet apart will amply supply the average family. The Washington varieties are preferable. Plants should be set as soon as the ground is fit to work. Roots should be spread out, crowns up, in furrows 6 inches deep, but should be covered with only about 2 inches of soil. As the plants grow, the furrows may be filled in gradually until the ground is level.

The asparagus bed should be fertilized every year the same as the rest of the garden. It should be worked over every spring before growth starts, and should be cultivated during the growing season to control weeds. For convenience in plowing the rest of the garden, it is best to have the asparagus at one side or in a separate garden.

Do not cut the shoots for eating until the second year. In mature beds, all plants are kept cut until about July 1st, after which no cutting is done until the following spring.

Wilt and Mildew of Vine Crops

Victory gardeners who grow cucumbers, squash, melons or pumpkins may expect

trouble from bacterial wilt and powdery mildew. These diseases affect plants of all ages, but protection of the young plants is essential.

To be successful, controls must be applied before the diseases appear. In bacterial wilt, the leaves at the base of the stem wilt first, but the wilting progresses rapidly out to the tip. The entire shoot soon dies. Wilting and dying of the plants may be caused by squash vine borers, but the entrance holes and excrement or "sawdust" left by the young borers may usually be found at the base of the wilted stem. In powdery mildew, a white growth appears on both surfaces of the leaves, and causes them to wither and die.

To control bacterial wilt, and to partly control powdery mildew, use a dust containing 5 to 7 per cent calcium arsenate, 10 per cent wheat flour, and the balance of talc. Combination dusts of this sort are on the market, often known as "melon-dust." Some contain rotenone rather than calcium arsenate, but such dusts should be used only on crops where a poisonous material cannot be employed.

Applications should begin as soon as the plants appear above the ground, and must be repeated within 3 or 4 days, and then every week as long as the plants are growing or until the fruit is nearly ready to harvest. If the combination dust does not keep the mildew under control, add about 20 per cent of dusting sulfur to the mixture. This should be applied lightly, and only long enough to control mildew, since vine crops are sensitive to sulphur.

As one object of dusting is to control the number of cucumber beetles which carry the wilt bacteria, success of the applications may be measured by the number of striped or spotted beetles on the plants. The presence of the beetles shows poor control.

Department 23

Allan Kelly enjoys swimming fully clothed. A short time ago, the call of the wild overcame him, so on a balmy spring day he invited a companion for a canoe journey over the bounding main of the Unadilla. While engrossed in the science of navigation, he forgot about the laws of equilibrium, and shortly afterward he was seen to emerge from the river fully clothed in his Sunday best. His immediate comment on this event was not recorded, but we have it on good authority that he was admirably terse in his choice of suitable words.

The trading post of the Inspection Office is in full swing. Recent acquisitions include 1 Nash, vintage uncertain but ancient, owner Ed Carkuff; 1 tractor or what-is-it. The company that made this weird device of torture became discouraged after making one edition of this homogeneous sample of ferrous alloys, and resumed their previous manufacture of egg beaters. This tractor merits special mention, as it has caused great concern over the general well-being of its owner, Bruce Jenkins. He has, to date, gone over a bank, backed it through a barbed wire fence and crept from under its overturned mass. The owners of above curiosities are open, yes, eager, for bids on their respective treasures.

"Buck" Wilcox and "Al" Dewey have been seen of late with puzzled looks of concern as they confer over the results of the operation of their cabinet of marvels or Magnetic Inspection machine in Raw Materials Inspection. This Pandora's Box of surprises rings bells, flashes lights and plays "The Campbells Are Coming" when a bar of faulty stock is passed through it. Many of their working neighbors expect to see them electrocuted in their labors of prognostication.

Mr. and Mrs. Conrad Lyman are the proud parents of a brand new redheaded daughter, born May 11. Mrs. Lyman was a former employee of Department 23 in Small Parts Inspection.

Charlie Davis, the Isaac Walton of the Inspection Department, has been seen frequently, prowling the banks of local trout streams. Whether the trout population has suffered much by his efforts is questionable, but at least his diligence should be commended.

Mr. and Mrs. Maurice Rowland of Oneonta announced the engagement of their daughter, Ruth (23-845), to Stuart Howe, Sampson Training Center, son of Homer Howe, Sidney.

Some time ago Pauline Murphy (23-713) noted a shortage of hand trucks in her department. She instituted a request for methods change and put it in verse:

We lift and lug and pull and tug
To get our trays to the bench,
Precious is the time that's lost,
Many a back we wrench.
Now if we could have a truck,
A truck that's all our own,
And not have to call for one
From some distant zone,
Work would be much easier
All along the line,
For us, it'd save backaches,
For Scintilla, it would save time.
P.S. She got her truck!

Tool Inspection

The "Call to Arms" reached our department a few weeks ago. Two of our "Old Reliables" received their "greetings" from Uncle Sam. Their fellow workers felt they'd like to extend their "greetings" in a rather personal sort of a way, so about 52 workers and their families gathered at Rock Inn Sunday night, May 7, for dinner. After a very delicious dinner was put away, we heard a few remarks from "Our Chief," Doc Barratt, who said it was his first attempt at speech making, but we feel he acted like an "old timer." He was answered by our friend, Orley Mattison, who leaves in the near future for the Navy to be near the WAVES. Stu Barber, who was ill and unable to attend the dinner, will soon be eating at Uncle Sam's table as a member of the Army. Each of the boys was presented with a gift of money from their co-workers of Department 13. Our

(continued on page 20)



S/SGT. ROGER W. ANGELL is serving our country as a member of a signal corps in China. He worked in Department 51 while employed at Scintilla.

★
Formerly employed in Department 15 at Scintilla, Robert Angell, TM 3/C is now on active duty in the South Pacific.
★





★
"EDDIE" LUCKEN-
BACH, former Depart-
ment 63 employee, re-
ceived his silver wings
April 15, 1944 and has
now been assigned to a
B-24 Transition School
at Ft. Worth, Texas.
★



★
Former member of the
Tool Room Gang,
Johnny Yevchak, S 2/C,
is at a Naval Aviation
Technical Training Center
in Memphis, Tenn.
★



★
ELIZABETH BOST-
WICK, A/S has left
Scintilla to join the
WAVES and is getting
her boot training at
Hunter College in New
York City. She worked
in Department 23 at
Scintilla.
★

Department 15

We were all very happy to have Sgt. Richard Keyes, a former employee of Department 15, spend a few minutes with us the other day. He was home on a short leave after spending some time in Panama, Porto Rico and Trinidad. He had many stories to tell us, but not enough time in which to tell them.

This last month we were unfortunate in losing two of our hard-working employees. Stuart Southard, who is now in Uncle Sam's Navy, and Shorty Shaver, who had to get outside work because of his health. We're going to miss you, boys.

Another recent visitor in our Department was S 2/C Angelina Cincotta, who used to be one of our winders. She had been stationed in Florida, and what we wouldn't give for that tan. Nice seeing you, Angie. Visit us again soon.

We are very glad to have Leora Croop and Evelyn Tuttle back to work with us after their long absences.

Our forelady, Helen Hall, sure is being missed. Hurry and get well, Helen, so you can be back with us.

One of our older and most popular members left us the other day, and I'm not kidding when I say that there were quite a few long faces when Marion Doi checked out of our department to join the WAC's. She'll never know how much we'll all miss her. Twenty-eight of us got together at The Bishop Hotel at Unadilla, May 10, and had a dinner for Marion, where she was presented with a purse. Best of luck, Marion, and you can't come back too soon to suit us.

Gun Club—Department 93

Margaret Hust had a birthday April 12, and the girls of the department really helped her celebrate it. They started the day off by presenting Margaret with an orchid corsage and later honored her with a dinner at "The Green Garden." (Of course, we wouldn't dream of revealing your age, Peg.)

Helen Kocinski and Jenny Miller recently spent a weekend in New York.

Marion Comings and Bea Mohrham checked out as they have gone to be with their husbands who are stationed in the U.S.A.

Pvt. Grace Armstrong of the WAC's, recently visited the Gun Club.

The stork has visited our department again, bringing a baby girl, Sandra Theresa, to Mr. and Mrs. Otto Taeschler on April 11.

Mary Ann Cope has also left our department.

Mr. Weems and Rowena Barre are still absent because of illness.

Inez Barton has returned to work after several weeks' absence. Glad to see you back, Inez.

Department 93 attended the Army-Navy "E" celebration in a body and enjoyed it very much.

Naval Cadet Melvin Chestney, Jr., visited the Gun Club recently. Another recent visitor to our department was Lt. Edward Luckenbach.

We wonder who Mabel is. How about it, Van, have you found out who she is yet?

Mildred Bryant has returned to work after a much enjoyed vacation in Florida.

Tool Inspection (from page 19)

good sport, Gert Constable, was unable to make a speech for us due to the fact she had eaten too much, but at our next party we are going to see that she talks on an empty stomach. Both John and Bill Beyen expressed their appreciation for being invited to the affair, and they spoke very highly of the boys who are leaving.

completely swamped.

"If all the people who are planning to travel this year were actually to go, it would be impossible to handle the crush even with the present facilities. With invasion in the offing, it may be stated categorically that any substantial increase in travel simply can't be handled. When the battle traffic is flowing, with both those bearing the wounds of battle and those hurrying to fill their places, there will be no sympathy for the stranded pleasure traveler.

"While no travel priorities have been imposed by O. D. T., the practice is growing for the transportation systems throughout the country to serve men and women in uniform first. The practice of letting them through the train gates ahead of civilians and of letting them board buses first is becoming common.

The following suggestions are offered for the earnest and careful consideration of every Scintilla employee who contemplates using public transportation facilities during the coming months.

- (1) Be sure that your contemplated journey is really essential and will aid in winning the war.
- (2) Contemplate as far in advance as possible (30 days is the limit) your proposed journey.
- (3) If Pullman space (which has been purchased) ultimately will not be used, arrange for its cancellation at earliest possible moment . . . in any event six hours before time of train departure.
- (4) Discourage pleasure travel.
- (5) Confine essential travel, if possible, to middle of the week thus making available more space for the armed forces on short or weekend leaves.
- (6) Avoid using Pullman space for comparatively short distances.
- (7) Avoid pressure-methods to secure favorable Pullman reservations.
- (8) Do everything within your power to discourage "black market" in securing passenger reservations.
- (9) Support program to cancel conventions or group meetings unless essential to war effort.

TRAVEL CURTAILMENT

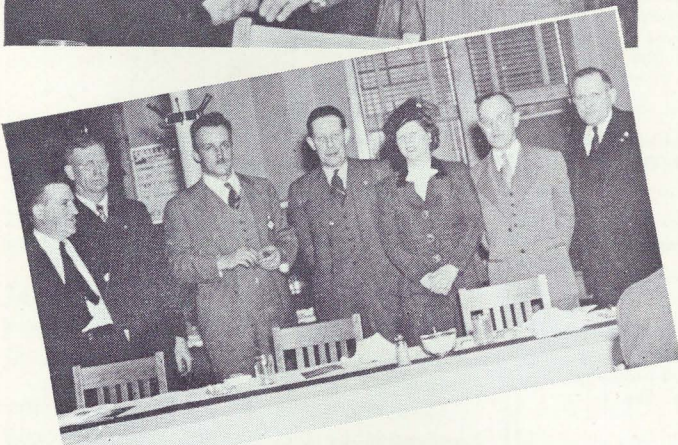
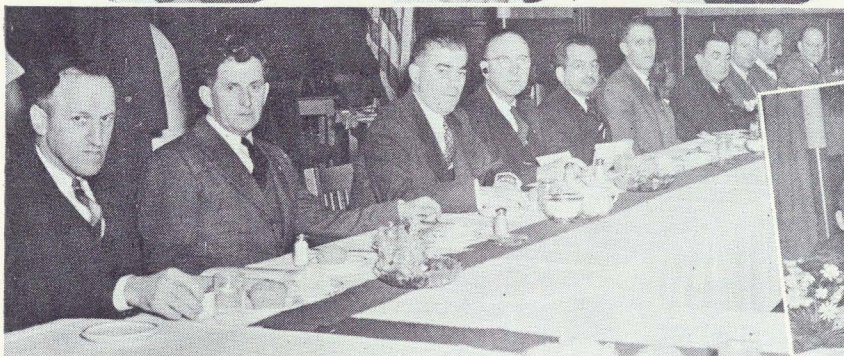
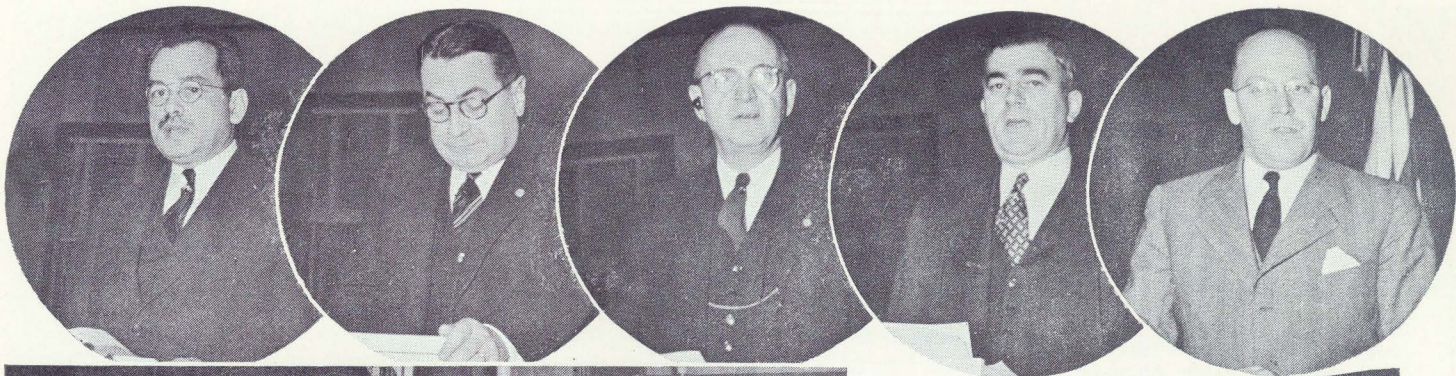
The May 6th issue of "Traffic World" carries an article the content of which should be clearly understood by every member of the Scintilla family, and by every other loyal American who is heart and soul behind the war effort. Space will not permit quoting the entire article, but we herewith present excerpts which clearly convey the nucleus of the article. Comments are by Director Johnson, of the Office of Defense Transportation, on May 2nd, when he pointed out the vital necessity of having the transportation facilities of the nation clear of any unnecessary travel. Said he:

"Let me make the facts clear. We don't know when or where the invasion will start or what the cost will be, but we do know that our men will be assaulting the strongest defenses that German military ability can devise.

"When the landing barges nose onto the shores of Europe, and our men fight through the enemy defenses, the casualties must be immediately evacuated and dispatched to America. There will be no room or safety for the disabled on the strife-torn beachheads.

"When the wounded arrive in hospital ships, and replacements and reinforcements are being rushed to our ports, every facility of the nation must and will be immediately available.

"The transportation system must be free to respond to any demands that the occasion may make upon it. Any unessential traveler who gets caught in the invasion traffic will have only himself to blame if he is indefinitely stranded, or finds his Pullman reservations summarily canceled, or finds passenger schedules temporarily disrupted and inter-city buses



Top row—Speakers at the Second Annual Service Awards Dinner, held April 20th at the Cafeteria. L to r—R. P. Lansing, Vice President and Group Executive, Eastern Divisions, Bendix Aviation Corporation; H. Hanni, General Manager; T. Z. Fagan, Sales Manager; C. J. Brennan, Assistant General Manager; W. Michel, Quality Manager. Second row, left—View of the head table. Second row, right—The camera catches the head table center in an informal pose . . . Mr. Lansing, E. M. Van Name, Director of Industrial Relations, and Mr. Hanni. Mr. Van Name held down the Master of Ceremonies job for the occasion.

Left, top—Mr. Hanni congratulates W. J. Spengler, Executive Engineer, while presenting him with a 20-year Scintilla Emblem.

Left, center—G. E. Steiner, Comptroller, presents 15-year Service Emblems to George W. Vermilye, Charles H. Sherman, Kenneth A. Aitken, Ruth Hagg, Harry Osborne and Julius Ruegg.

Lower, left—Mr. Michel presents 10-year pin to W. M. Miller.

Photos by Harry Earl

Second Annual Service Awards Presentation Held April 20th

About sixty Scintilla veterans gathered in the Cafeteria the evening of April 20th to swap reminiscences, partake of a very satisfying dinner and receive their 10, 15 and 20-year Service Award Pins. E. M. Van Name, Director of Industrial Relations, was in charge of arrangements for the occasion and also carried the Master of Ceremonies duties. Awards were presented by company officials and supervisors.

Only 20-year award went to W. J. Spengler, Executive Engineer of Scintilla Magneto Division. In his acceptance comments, Mr. Spengler expressed his deepest satisfaction in the years spent with Scintilla and assured his associates that he is still good for many more years.

Mr. R. P. Lansing, Vice President and Group Executive, Eastern Divisions, Bendix Aviation Corporation, extended congratulations from Bendix and briefly discussed some of the problems now receiving the Corporation's close attention.

Brief remarks were also made by Mr. C. J. Brennan, Assistant General Manager; T. Z. Fagan, Sales Manager; and W. Michel, Quality Manager.

Feature address of the evening was by Mr. H. Hanni,
(continued on page 22)



Barter Column

FOR SALE: Two-family house, on hard road 12 miles from Sidney, will trade for late model car, sell for cash or small down payment. Ralph Alexander (23-1041) 6 P.M. to 5 A.M. Lewis Bldg., Ext. 291, or Laurens, New York.

FOR SALE: 24 H.P. Johnson Outboard Motor, A-1 condition, \$125. Bassett Terry (19-85), 3rd Shift.

FOR SALE: Radio and automatic record combination, used a short time, \$95; also upright piano, good condition, just tuned. 23-1303, 1st Shift, Ext. 294.

FOR SALE: Black and tan spayed female Dachshund, 9 months old, inoculated, licensed, Price \$35. Mrs. Paul Knowlton, 91 Main Street, Unadilla, New York.

FOR SALE: Two hot-air pipe furnaces, 20 inch fireboxes, in fine condition, will heat six-room houses. Arthur Green, 11-8 or 19 Riverside, Sidney.

FOR SALE: 1 corner lot 175 ft. frontage on Overlook Drive, 160 ft. frontage on Pearl Street. Howard Knapp, 39-98, 1st Shift.

FOR SALE: Country home, 8 rooms, newly decorated, electricity and bath, spring water, fruit trees, garden space, hen house, new barn, 20' x 30', 2 floors, school and Scintilla bus service, school for lower grades across road, hard road, RFD mail service, located in East Masonville. Walter Lamoree (32-254) Sidney Center, R.D. 1.

FOR SALE: 1 table model radio, and 1 casting rod and reel. Jack Worth, 5-33, Ext. 286.

FOR SALE: 12-passenger bus sedan, good rubber. Wm. Morley (11-113) 5 to 6 Shift, 308 Delaware Street, Walton.

FOR SALE: 24 x 16 double thickness glass and framework for 40 or 50 foot greenhouse. Wm. E. Dickinson (8-51).

FOR SALE: Used kitchen range, Glenwood, burns wood or coal, Price \$20. E. Kirkegaard (7-22), Ext. 443.

FOR SALE: Lady's diamond ring. Bob Stafford (23-175), 1st Shift, Department 34.

WANTED TO BUY: 35 millimeter snapshot camera. Elbert Jackson (8-53), Ext. 207.

WANTED: House trailer in good condition. C. W. Bovee (16-6), 2nd Shift, or 26 Stockton Avenue, Walton.

FOR SALE: 1939 Chrysler Royal 4-door sedan, radio and heater, excellent condition, tires good, mileage low, recent complete motor overhaul, including new rings, pistons, valves and rods. Robert F. Keyser, 69 Beal Blvd., Sidney, or call Ext. 277.

FOR SALE: Grey enamel Richardson-Boyington kitchen range and boiler, burns either coal or wood, A-1 condition, Price \$100. See 32-109, 1st Shift, Ext. 380.

FOR SALE: 1 pair new waders, size 12. Inquire 37-10, Clerk, Department 15, or call Ext. 480.

FOR SALE: 2 car-radios; combination radio and victrola; 1 complete set of drums. A. L. Fistic (11-250), 24 Pleasant Street, Sidney.

FOR RENT: Summer cottage at Oquaga Lake, by the week through September, new and modern, completely furnished, good swimming and fishing. Stanley Scutt (22-66), 3 A.M. to 1 P.M.

FOR SALE: G-E Electric motor, 3 H.P. single phase, 60 cycle, 110-220 volts, 2 hour overload \$75; outboard speed hull, "Water Skate," type 4 x 8, copper, bronze and brass screws and hardware, can be seen at gas station, corner of River and Main Streets in Sidney; Ithaca "Field Grade" 12 gauge double shotgun, 30 inch barrels, \$25, some shells; also signatures of Abraham Lincoln and contemporaries; checkerboard made of tropical butterfly wings under glass, \$10. Bert Petersen (5-21), Ext. 257, or 204 Johnston Circle, Sidney.

WANTED: 1 box 32-20 90 gr. shells; 2 boxes .44 calibre "Russian" revolver cartridges; two 28 inch clincher type bicycle tires. Bert Petersen (5-21), or 204 Johnston Circle, Sidney.

WANTED: Spinnet or baby grand piano, good condition. E. Kirkegaard, Ext. 443.

WANTED: Your envelopes from boys and girls in the Armed Forces either censored or uncensored, if you are discarding them. Emerson Buel (12-75).

WANTED TO TRADE: Dodge 1940 Business Coupe for 1940 or 1941 5-passenger coupe or coach of any make. See 3-11, or call Ext. 341.

WANTED: 38-55 Rifle shells, or will exchange 30-30 shells for same. John Miller (16-125), 1st Shift.

WANTED TO BUY: Small pick-up truck or station wagon. Charles Arliss, Ext. 473.

LOST: Chain tie clip, initials V.A.D. Return to V. A. Dove, Ext. 296.

LOST: Pair of gold-rimmed glasses in wine colored case. Lost some place on railroad tracks between Scintilla and station. Return to Miss Margaret Smith (23-451), 56 West Main Street, Norwich.



PFC JAMES HOGAN, a former employee of Department 34, is now stationed at Kodiak, Alaska.



Department 67

Mrs. Irene Catlin, former employee of Department 67, has a lovely baby girl. Congratulations, Irene.

We are sorry to lose Dorothy Sawyer and Margaret Taft from Inspection. Wedding bells for Margaret, and a new job for Dotty. Good luck, girls.

It seems this going west is getting to be a disease. Now Louise and Ruth have the urge. Well, you can't be blamed. Out there the skies are blue, and the men are handsome, so "go west, young girls, go west."

It seems a wedding is being planned on the Soldering Bench. It's Mike and Florence this time. Nora is to be bridesmaid, Rozella, maid of honor, and Margaret, the flower girl. This occasion is planned for June 12, during the lunch hour so as not to hold up production. Everyone is welcome.

We're wondering just what is up. Is Mac running for President, or why is he wearing his good suit to work? He looks pretty snazzy.

Department 67 wishes to extend its sincere sympathy to Herb Sines at the time of his horrible ordeal. If there is anything any of us can do, Herb, let us know. (Herb is stricken with Chicken Pox.)

Invasion Thwarted!

On Saturday afternoon, May 13, the Sales Warriors attempted an invasion of the Service Sluggers' impregnable wall of defense.

The Service Sluggers defended their honor against their insistent foe, battering them down to size by a score of 18 to 10.

The attack started at 1:00 P.M. (Scintilla time) and the unconditional surrender papers were signed by the willing Sales Warriors at 3:12 P.M.

Occupational forces were withdrawn after realization by the Warriors that they could not invade the prestige of the Sluggers.

Department 39, Second Shift

We wonder why Dick Howland is buying a house.

Congratulations from the department were extended to Mr. and Mrs. William J. Law on the birth of a daughter, Janice Carol, on April 16.

John Egnaczak and William Glennon recently left the Second Shift in answer to Uncle Sam's call. Johnny will be in the Navy, and Bill is receiving his basic Army training at Camp Wolters, Texas.

The many friends of Allen Wells are glad to hear that he is Seaman Second Class on the USS Missouri.

Second Annual Service Awards Dinner (cont. from page 21)

General Manager. Text of his speech follows:

"It is hardly necessary for me to tell you that it gives me great pleasure to be with you on the occasion of this Second Annual Presentation of Awards for years of loyal and meritorious service at Scintilla. I am well aware of the earnest efforts and devotion to duty that all of you have shown in your work over the past years. Therefore, it is with deepest satisfaction that I see you brought together tonight as a group, for the awarding of the service emblems which are being given in recognition of these years of faithful service.

"Most of us wish, at some time during our lives, that we might be endowed with the ability to look into the future and see the shape of things to come. However, it may be just as well that we live the days as they come along, because the chances are that even if we could foretell what is in store for us, we wouldn't believe it anyway. Back in 1925, when the Scintilla Magneto Company first set up shop in Sidney, we visualized a product to be made that would in its own small way help man to conquer the vast spaces above the earth. However, at that time if one of those sharp-eyed fellows with a towel wrapped around his head, had peered into his magic crystal ball and said, 'The name "Scintilla" will some day be a familiar by-word in even the tiny atolls of the far-reaching Pacific,' I probably would have considered him crazy. Nevertheless, fantastic as it may seem, the name 'Scintilla' is a familiar by-word today . . . not only in those tiny atolls of the Pacific, but in every corner of the globe.

"How did Scintilla gain such preeminence in the field of aircraft ignition? It was accomplished down through the years since 1925 by much hard work, skillful engineering, careful planning, and devotion to the ideal of sound workmanship. We built products that spoke for themselves through superior performance, and therefore commanded a steadily growing market. As many of you will recall, the going was not always easy. In fact, we can remember a lot of times back in the early 1930's when the sledding was pretty tough. But we nevertheless developed an ability to stay 'on the ball' through good times and bad, and to come through consistently with the answer to the engine

builder's ignition requirements.

"During the earlier years of our development, we lived in a world of peace. We visioned an era of peaceful progress, and a growth of knowledge that would help and inspire lowly man to new and greater accomplishments, particularly in the air. At that time we did not dream, would not have believed, that today the products of our hands and minds, designed originally to help in the building of a better civilization, would instead be used for destruction. However, as cruel as the necessity may be, I know we are unanimously agreed that there can be no further progress for mankind until Mother Earth has been wiped clean of dictators and tyrants. A large portion of this job is being and will be done, by American planes equipped with Scintilla products.

"Over a thousand young men and women who worked side by side with us at Scintilla are now wearing the uniform of Uncle Sam's Armed Forces. About two hundred and fifty of them are overseas. You already know that some have given their lives . . . and there is no question but that more of them will go to their final resting places in foreign soil.

"Until the last shell has been fired, the last bomb dropped, the last ship sunk, our job is to keep turning out the vital equipment so badly needed by these men and their comrades in arms who are carrying the fight to the enemy. No matter how many sacrifices we make, theirs are so much greater that there can be no comparison. No matter how much we produce, it will never be too much. So we shall keep on producing for war . . . producing more and more . . . until Victory is ours.

"And what of the peace to follow? We are thinking of that too . . . laying plans for the day when we can direct our energies into peaceful pursuits. We shall emerge from this war ready with new ideas and new products for the era that lies ahead of us. By virtue of continued cooperative effort within the Scintilla family, the products of our skill will not only hold the high place they have won, but will win new recognition in the world of tomorrow.

"I congratulate each and every one of you here tonight on your Scintilla service record. My sincerest hope is that we may enjoy many more years of work together."



★
GLENN R. BARNHART, S 2/C is stationed at Memphis, Tenn., having left Department 50 at Scintilla in December to join the Navy.
★



★
PVT. RALPH ROSA, JR. is stationed at Keesler Field, Mississippi. Ralph was formerly employed in Department 23.
★

NEWS and VIEWS

from the **Labor - Management Notebook . . .**



The magneto display stand has been shifted to the west end of the factory and has aroused considerable interest. If you have any questions regarding it or the part your work plays in its operation, your Committee will be glad to hear from you.

The matter of bus transportation rates and service has been settled to the satisfaction of all concerned. If bus riders have any comment regarding this situation, your Committee is at your service.

You are reminded here not to miss reading the article elsewhere in this issue regarding Suggestion System and your part in furthering the war effort by submitting new ideas for the improvement of our product or the operations connected with its manufacture.

Tire Rationing Explained

The tire quotas allotted per month to the Scintilla Plant Site Board and to other rationing boards have been increased only as far as Grade III tires (recaps) are concerned.

Tire rationing regulations have been changed so that war workers whose car mileage is small, may now apply for tire purchase certificates. The boards are still required, however, to allot their new tires among cars which have high mileage where they are most urgently needed. Due to the limited quotas available, it is probable that only Grade III tires will be available to cars of moderate mileage for some time to come.

The SCINTILLATOR

Vol. 2, No. 11

May, 1944

Published monthly by

Scintilla Magneto Division
Bendix Aviation Corporation
Sidney, N. Y.

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Contributors:

The employees of the
Scintilla Magneto Division

PRINTED IN U. S. A.

DEPOSIT COURIER CO., INC., DEPOSIT, N. Y.



In recognition of our efforts to "Keep 'em Flying"