

The Scintillator

October, 1954



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SCINTILLA DIVISION

OF
BENDIX AVIATION CORPORATION
SIDNEY, NEW YORK
G. E. STEINER, GENERAL MANAGER

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BENDIX AVIATION CORPORATION
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ALL of the radio receivers for the 1955 Lincoln and Mercury models will be manufactured by the Radio Communications Division of Bendix Aviation Corporation. Bendix will also make half of the six-tube receivers for the '55 Fords. The Radio division has been manufacturing auto radios for Ford since April 1948 and will make delivery of its 2,000,000th Ford unit toward the end of this year.

In last month's story about the Sidney Emergency Squad becoming State Champions for the fourth year in a row we meant to mention that the Sidney Center Emergency Squad captured second place in this year's contest. The Sidney Center group made 285 points out of a possible 300, which goes to show how close the competition really was.

Supervisor Fred Wuthrich of Dept. 28 recently took advantage of a few days' vacation to visit the Warner & Swasey plant in Cleveland. Fred, who has been planning such a trip for a long time, was able to observe at first hand the manufacture of many of the types of machines used at Scintilla. It was a busman's holiday, you might say.

Later this year Scintillites will be receiving a new booklet packed with information about the Suggestion System. Prepared by the Corporation, it will be distributed to all Bendix employees.

Don't get caught doing something wrong on the parking lot. If you do, you'll get tagged with a ticket—not a regular ticket, but a courtesy card issued by Scintilla's Plant Protection Force. It's a friendly way of reminding offenders to be more considerate of others in the future by driving safely and parking properly.

Time really flies! The Sidney Engineers Club has a 15-year anniversary coming up in December and is making plans to celebrate the event in style.

A comprehensive advertising campaign has been announced for the Bendix TV line this fall and winter. The campaign will include continuation of a special merchandising promotion which consists of a 52-piece silver service set being given free with the purchase of a 21-inch console, television-radio-phonograph combination, a 24-inch table model, or a 27-inch full door console. Overall theme of the campaign is "The Set That Doesn't Care Where You Live", based on the exclusive long-distance-tuning feature of the Bendix line made possible by improved tubes and circuits.

Behind the Cover

One can tell from our cover that Halloween must be coming up fast. Otherwise, how did that headless apparition ever manage to sneak past the editor?

No doubt there will be plenty of spooks prowling about the next few nights or so. You'll find most of them perfectly harmless, however, if you think to stock up with the kind of treats that are guaranteed to tame even the wildest ghosts, goblins and witches.

As far as our cover is concerned, we'd guess that these Scintillites are practicing for the Halloween Masquerade Ball being sponsored on October 30th by the Blue Badge Club.

There's no point in keeping our masqueraders a mystery, however, so we'll let you in on the secret. The gentleman who seems to be minus a head is Henry Becker of Dept. 8, while the young lady is Shirley Burnside of Dept. 80.



Scintilla and the DC-7

COMFORT and luxury await passengers of the DC-7, the world's newest airliner. In this, its latest and greatest plane, the Douglas Aircraft Company has surpassed all of its previous achievements in setting new standards of passenger comfort.

Now in operation or on order by such distinguished airlines as American, United, Delta, National, Pan Am-

erican, Eastern and Panagra, ten products produced by Scintilla employees are adding to the high performance standards of the DC-7 as it goes winging across the oceans and continents of the world. The Bendix ignition equipment on the DC-7 includes our Type DLN-9 Magneto, Distributor Assemblies, Ignition Harness, Ignition Coil Leads, High Tension Coils, Spark Plug Leads, E.W.L. Ignition Switch, Radio Interference Filters, Electrical

FINAL INSPECTION of Electrical Connector sub-assemblies is shown in this photo of Grace Wright, Mildred Burnside and Georgia Asquith, who work in Dept. 48.

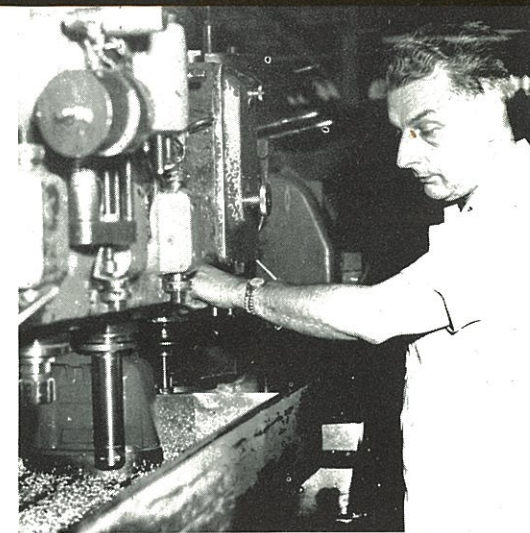
DC-7



KAY GOSSOO attaches electrical connector to main wiring of harness.



FLOYD GRISWOLD performs profiling operation on DLN-9 magneto flange.



Connectors, and Ignition Analyzer.

From the moment he sets his feet on the thick carpet and sinks into the completely redesigned seat, the passenger knows that "The Seven" was built for comfort. Featuring a symphony of colors amidst a background of rich Honduras mahogany paneling, the DC-7 presents a decor of distinction and sustained luxury.

The thick pile carpet of deep rust color blends like a beautiful sunset

with the seat upholstery of dark blue wool random wale bedford cord. Arm rests and overhead luggage racks are covered with natural colored top grain leather. The same leather, upholstered to form a sunburst, covers the rear wall of a lounge that has all the charm of a small cafe.

While the beauty of the interior will delight the most discriminating traveler, Douglas scientists have not overlooked the audio aspects of air travel.

Introduced in an airliner for the first time are several features which improve the acoustics.

These include a new and more efficient panel damping material, redesigned acoustical blankets in the side-walls, and structural changes. Triple-paned windows also have been introduced to the transport field for the first time.

An air conditioning system that can cool 48 average sized living rooms on

a hot, summer day makes passengers of the new DC-7 among the most comfortable air travelers in the world.

When the DC-7 entered commercial service, it immediately inaugurated a new era in coast-to-coast travel by becoming the first commercial airliner to fly non-stop between Los Angeles and New York in both directions. Four turbo-compound engines give the DC-7 the power which makes it the world's

Continued on page 19

ROLAND HOOD of Dept. 47 completes wiring of harness to distributor.



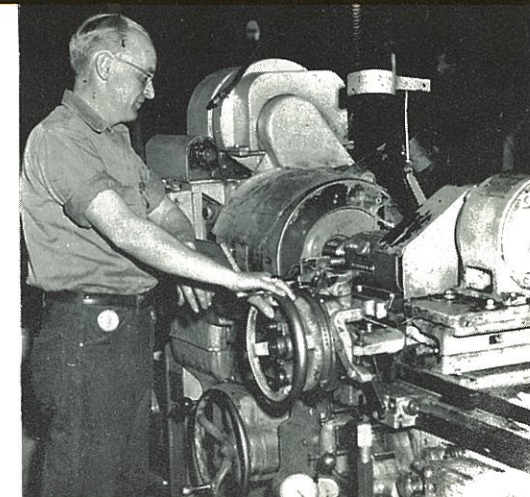
ANN HUGHES prepares wire sets in harnesses destined for new DC-7.



DON STANTON, Dept. 29, is pictured in honing operation on DLN-9 cover.



KEN GLADSTONE of Dept. 31 is shown as he finish grinds rotor bore.





The Full Flavor of the Old West

Still Exists for Young Explorers



MR. MEAGLEY



By NORMAN C. MEAGLEY

Adventure at Philmont

EDITOR'S NOTE: Norm Meagley, one of our SCINTILLATOR photographers, recently had the unforgettable experience of assisting in leading a group of Explorer Scouts on a ten-day trek over wilderness trails at storied Philmont Scout Ranch in New Mexico. He has written a very interesting account of the expedition, and we are sure all of our readers will thoroughly enjoy reading "Adventure at Philmont."

* * *

TIME and the elements have put Philmont Scout Ranch to the test, and it still stands—the rugged, captivating wilderness that it is and always should be. It teems with the romance of the Old West—the Santa Fe Trail,

Kit Carson, Rayado Military Post, trappers, traders and pioneers.

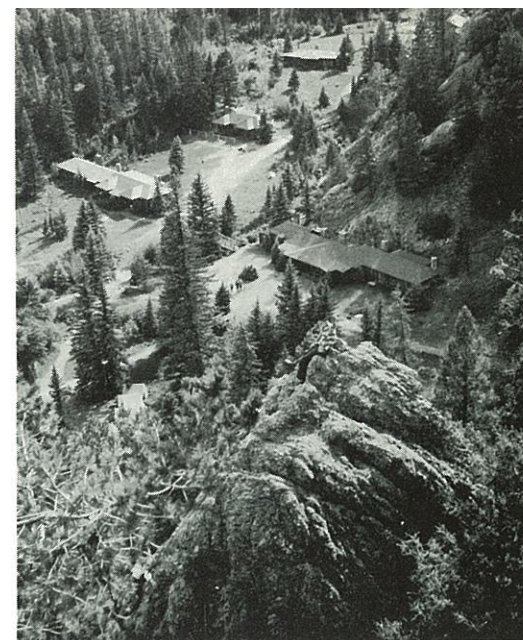
Located in the northeastern part of New Mexico at a small place called Cimarron, Philmont is the national camp of the Boy Scouts of America. It consists of 177,000 acres of Western mountain country and has camping facilities for the Scout Councils of America to use for their Exploring Program.

Philmont, which was given to the Boy Scouts of America by Mr. Waite Phillips in 1941, is the biggest boys'



camp on earth. Several camps established by Mr. Phillips some 20 years ago—hunting, fishing, and even "cow camps"—have been used by thousands of Explorers, and the wear and tear is amazingly negligible.

The primary purpose of Philmont is to offer an attractive program of camping, training and high adventure to the Explorers of America. There are staff instructors who, on the second day, give the advisors lots of information about Philmont's nature,



sports program, and camping techniques. After this, the advisors are ready to take over as program men for their units.

The Philmont program includes:

NORTH BOUND EXPEDITION:

This is a ten-day trek with burros carrying the bedding and foodstuff over all of Philmont's 101 miles of main trail. Each boy carries his own personal gear—weight about 40 pounds.

Two boys are assigned to a burro for a day. The boy up front who pulls the burro is called a "skinner"; the boy at the rear who keeps him moving by loud shouts is called the "spooker." Contrary to popular belief, a burro never goes anywhere by himself. He is either pulled or pushed.

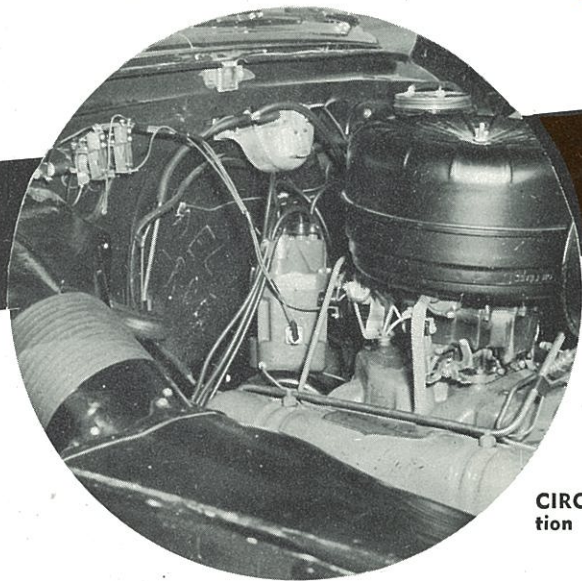
SOUTH BOUND EXPEDITION:

This is the same as above, except in the opposite direction.

WAGON TRAIN TRIP: This is a 23-day expedition utilizing old wagon trains instead of burros.

CAVALCADE: This is transportation about Philmont trails a la Western—six days in the saddle, with pack string carrying duffle and gear.

Continued on page 19



CIRCLED area shows actual installation of "Automag"

Magneto for Automotive Field Newcomer in Our Product Line

Gil Knudson



A FEATURE story concerning Scintilla's new "Automag" is currently appearing in the November issue of HOT ROD Magazine, now on the newsstands.

Now in pre-production, the "Automag" was designed by Gil Knudson, staff assistant to the general manager. Gil, himself an avid sports car enthusiast, has personally put the new magneto to severe test in actual competition.

He drove his SIATA Amica in this year's Keene Hill Climb, winning in its class and beating all but one car in the next class above. His SIATA, incidentally, is a manufacturer's proto-

type, and there is only one other car like it in the world.

He also recently drove another of his cars—a supercharged MG—in the 1000 Mile International Sports Car Rally. The route mapped out for this event ran from Westchester County Airport to Alexandria Bay, across Canada, and down to Allentown, Pa.

Both the SIATA and the MG are equipped with the "Automag." Besides these, Gil also owns two other small cars.

Gil describes sport cars as a "terrific test for ignition." His SIATA, for example, has a 10 to 1 compression ratio and a maximum engine speed of

**"Automag" Meets Stiff Test of Sports Car Competition;
Major Automobile Makers Interested in Unit for Trucks**

over 8000 r.p.m. The "Automag" meets the challenge of high performance engines such as this, whereas battery ignition is unable to keep pace.

This is largely due to the fact that the magneto generates its own electrical energy, the amount of which increases as engine speed builds up. With battery ignition, however, available voltage decreases with speed.

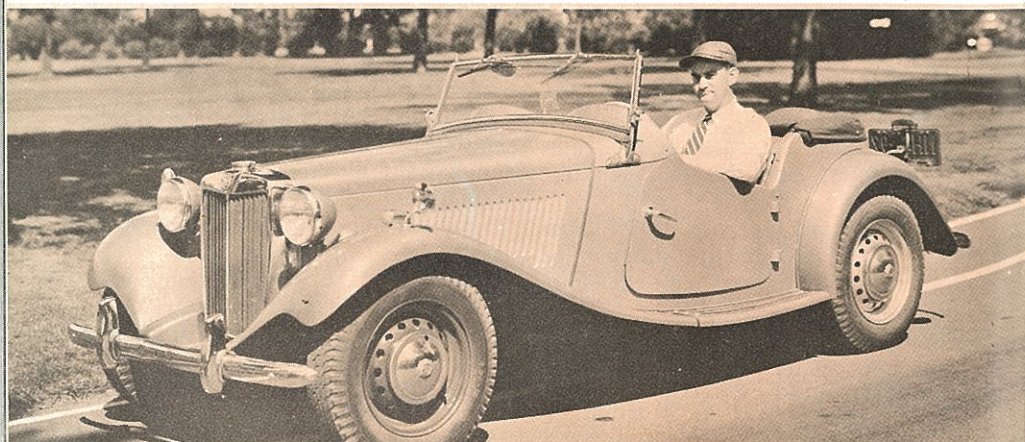
Another factor that makes the "Automag" particularly desirable in competitive events is the saving in weight and space made possible by eliminating the battery and generator.

However, Mr. Knudson points out the big field for the "Automag" is not in sports cars and auto racing. Its major applications are for industrial usage and large trucks, as well as passenger cars, where the owner is in-

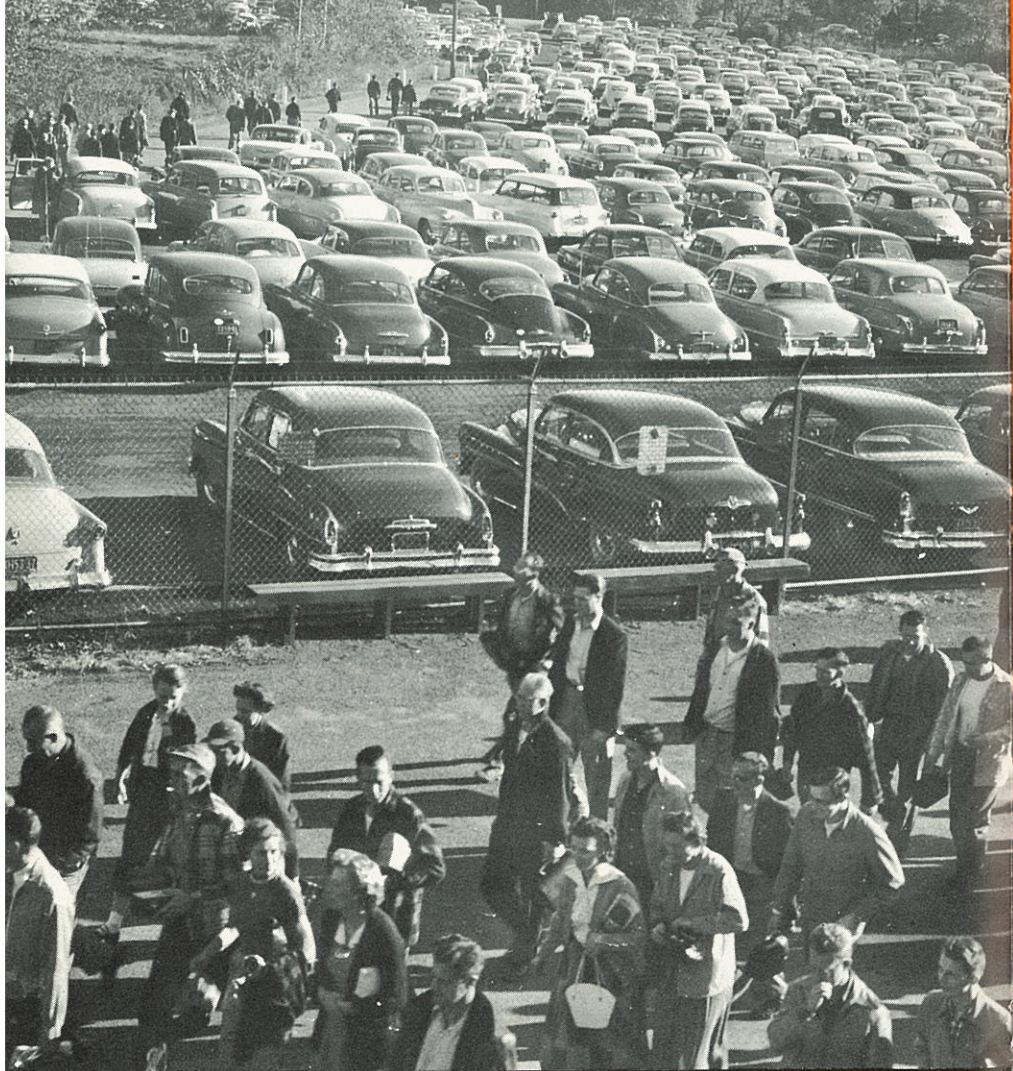
terested in superior performance. Since the magneto will be offered in shielded versions, military usage is anticipated.

In addition to its automotive applications, the "Automag" is suitable for marine engines. Its extreme durability and freedom from the maintenance problems ordinarily encountered with battery ignition are among the major advantages cited in favor of the "Automag."

Wherever heavy duty applications and high performance engines pose difficult conditions, the automotive industry now has a superior magneto to meet the demands of ignition requirements. Thus, a new Scintilla product—the "Automag"—heralds a new era in the field of automotive ignition.



PHENOMENAL mileage record is racked up each day by Scintillites who aim their "guided missiles" at the target area in Scintilla's parking lots. Much can be done to slow down the "death watch" on our highways by stopping all HEARSEplay!



TARGET AREA



Over 2,000 "Guided Missiles" in Hands of Scintilla Employees Make Plant's Parking Area Daily Target!

HEARSEplay on the highway must be stopped! It is the only way we can hope to reverse the tragic tide of traffic deaths that sweeps the United States every year—38,500 of them in 1953 alone. This grim total tells a terrible tale. It means that every time the clock ticked off 14 minutes, someone was killed in a traffic accident. Scores of others were injured at the fantastic rate of one every 15 seconds.

The "death watch" is still ticking strong, counting off the seconds until the next highway fatality. Time is running out for some unfortunate victim at this very moment, and it may be someone in our own locality—someone we know. It could be one of us!

Just where, or when, the next automobile accident will occur, no one knows. Only drivers themselves have control over such things. One thing is certain, however—there is a "death watch" on every road travelled by Scintilla employees. Accidents have happened in all of these old, familiar places before, and they can happen again.

Scintilla employees are particularly exposed to highway hazards. Whereas the city worker may need to touch the wheel only on weekends, driving or riding in a car is a daily part of the average Scintillite's life. Approximately 70% of Scintilla's employees commute to the plant every day from 104 communities within a 50-mile radius from Sidney. Employees coming in from Oneonta alone travel a combined total of more than 22,000 miles per day.

Five days of the week over 2,000 "guided missiles" are aimed from all directions at a single target area, Scintilla's parking lots. Each of these can become a deadly device of destruction guided by human hands; each can explode into tragedy on the highway. The automobile is, indeed, a "guided missile." Yet, it is as safe as any machine can possibly be; it becomes unsafe only when its operator becomes unsafe.

Scintilla's 4,400 employees can be a big factor in promoting traffic safety in this area. Since we cover such a widespread territory in our daily travels, we have an excellent opportunity to spread the word and encourage others to cooperate in stopping HEARSEplay on the highway. We can start by setting a good example in our own driving habits, eliminating such HEARSEplay as dangerous speeds, passing on curves and hills, cutting in on traffic, insisting on the right of way, reckless driving, driving on the wrong side of the road, and operating cars with faulty equipment.

Make traffic safety a personal crusade... act as though your life depended on it. For all you know, IT MAY!



SCINTILLA personnel and guests from Binghamton organizations were at speakers' table when National Safety Council Award of Merit was presented to the plant.



RUSSELL ELANDER and E. M. VanName prepare to hoist award banner for first time as Capt. Harry Dickinson, Frank Merrill and Victor Millus view proceedings.

Scintilla Employees Win Recognition For Million Man Hour Safety Record

National recognition was accorded Scintilla employees last month for a noteworthy achievement in accident prevention earlier this year.

Based on a safety record of 1,172-236.44 man hours without disabling injuries, the National Safety Council's "Award of Merit" was presented to Scintilla by Robert E. Williams, chair-

man of the Industrial Section of the Binghamton Chamber of Commerce.

Mr. Williams, acting on behalf of the Safety Council, made the presentation to General Manager George E. Steiner during a Safety Awards Luncheon in the cafeteria on Sept. 14th. The presentation was witnessed by representatives from every department in

RANDOM SHOTS by the Scintillator photographer show overall scene at September



**GENERAL MANAGER George E. Steiner
accepts NSC award from Mr. Williams.**



the plant.

Acknowledging the award, Mr. Steiner expressed his personal appreciation to all Scintilla personnel and urged them to keep up the good work. He pointed out that the award marked the first million man hour accident prevention record ever achieved by Scintilla employees. The record was established during the period between February 23 and April 7 of this year.

E. M. VanName, supervisor of plant protection and safety, presided at the luncheon.

In addition to Mr. Williams, guests at the luncheon included George Knowlton, Jr., president of the Binghamton Chamber of Commerce; Stephen G. Kovaly, executive secretary of the Binghamton Chamber; Carl Molter, safety director at Endicott Johnson; and Clifford Burris, safety director at IBM.

Scintilla was represented at the speakers' table by Mr. Steiner, Mr. VanName, Herman Winkler, superintendent of manufacturing; Donald S. Jones, director of industrial relations; Walter Michel, factory manager; Carl Kuebler, superintendent of

manufacturing; and Russell Elander, safety engineer.

The luncheon was concluded with the presentation of departmental safety certificates to all departments with a perfect safety record during the 13-week accident prevention campaign earlier this year.

The award certificates were accepted by the following representatives on behalf of their respective departments:

Kenneth Flint, Dept. 4 & 84; Harwood A. Fargo, Dept. 5; Merwin Lawrence, Dept. 6; Erwin Jackle, Dept. 8; Floyd Brown, Dept. 9; Michael Pepe, Dept. 10; Roscoe Brush, Dept. 11; Raymond Dean, Dept. 13; William Berger, Dept. 14.

Stuart Bugbee, Dept. 15; Marvin Ottaway, Dept. 16; Gerald Konkle, Dept. 17; John St. John, Dept. 18; Alvin Lord, Dept. 26; John Scanlon, Dept. 27; Edward Parise, Dept. 28; Alfred Huyck, Dept. 29; Steven Pollack, Dept. 30.

Francis Maginley, Dept. 31; Charles Cole, Dept. 33; Donald Storrer, Dept. 34; Alton Sutherland, Dept. 38; Ivis Soules, Dept. 39; Emelio DeMatteo, Dept. 40; Gilbert Dickman, Dept. 41; Thelma Curtis, Dept. 42; Joseph Morley, Dept. 43.

Wayne Corbin, Dept. 49; Harry Daniels, Dept. 70; Howard Blanchard, Dept. 72; Florence Morley, Dept. 73; Martha Dwyer, Dept. 95; Doris Horton, Dept. 74; Henri Carrere, Dept. 80; Arthur Fargo, Dept. 81; Ferris Edwards, Dept. 82.

Jack Schorling, Dept. 83; J. Moore, Dept. 89; Joseph Bazata, Dept. 87; Francis Hawver, Dept. 88; Eugene Doster, Dept. 90; Donald Fitzgerald, Dept. 91; Raymond Shaffer, Dept. 92; Charles Davis, Dept. 94; Lawrence Wesner, Dept. 98; Alberta Young, Dept. 99; and Don Gould, Dept. 100.

Safety Awards Luncheon attended by representatives from all plant departments.





SALES MANAGER Donald B. Morse addresses opening session of Sales Conference in plant recently.

Training Program Features Sales Conference Here

Effective selling in a competitive economy was the keystone of a specially developed sales training program completed here recently.

Concluded on Friday, September 24th, the training program was part of a five-day sales conference attended by home office personnel and field representatives stationed throughout the United States.

The training sessions were presented by D. L. Quinney, assistant sales manager; L. D. Williams, staff assistant to the sales manager; and Carlton Dwight, training supervisor. Other phases of the conference included presentations by the various product managers, policy discussions, a tour of the Montrose Division, and a dinner meeting at which J. Bruce Buckler of the IBM Department

of Education was the speaker.

The conference was organized and carried out under the direction of Sales Manager Donald B. Morse, who gave the closing address. The opening session of the conference was addressed by General Manager George E. Steiner, Thomas Z. Fagan, director of sales and service, and Mr. Morse.

Blue Badgers Complete Plans For Halloween

Members of the Scintilla Blue Badge Club are planning a gala time for Saturday evening, October 30, when they will stage a Halloween Masquerade Party at the Scintilla Gun Club.

Members of the committee are George Brown, chairman; Art Fargo, Norm Windsor, Marian Eberhart, and Arline Martin.

Dancing will start at 8:00 p.m., with music provided by Linus Houck and his Orchestra. Prizes will be awarded for the best costumes, and refreshments will be served later in the evening.

The tail of a heavy bomber is four stories high.



CY FITZGERALD was the winner of Fuel Injection Office Golf Tournament this year. Competition for trophy also involved Jim Poole, Charley Brack, Mason Reynolds, Oscar Sokol, Don Valentine and John Davidson, all pictured above.



QUALITY CONFERENCE at Scintilla recently included participants from several divisions.

Scintilla Host At Quality Conference

Scintilla was host early this month to members of the Bendix Inspection Committee, which held its regular quarterly meeting October 4-5 in the Training Center.

Representatives from the Bendix Radio, Red Bank, Pioneer Central, Eclipse Pioneer, Montrose, Friez Instrument,

and Kansas City divisions were present in addition to Scintilla personnel.

The group was welcomed by O. W. Hitchcock, quality manager, at the opening session.

Jet pilots at a single Air Force base recently flew the equivalent of three round trips to the moon in one month.

Experience is what you get when you are trying to find something else.

Some people are like blotters. They soak it all in, but get it backwards.

A small boy is a pain in the neck when he is around, and a pain in the heart when he isn't.

A typical plane operated by a U. S. international airline flew 3,000,000 miles (equal to 120 times around the world) in a five year period.

TWO RETIRE



HARRY EARL, DEPT. 87, RETIRED SEPTEMBER 30.



M. LUCKENBACH, DEPT. 70, RETIRED SEPT. 30TH.

EASTONETTES

Tonight when all is quiet and the gloom envelops your room... don't be frightened if you sight a wrinkled creature on a broom. For it's only Winnie Witch enroute to make her preparations—for the Halloween night coming to the youngsters of the Nation. All the ghosts and all the goblins are gathering with glee, for they love to haunt dark corners and spring out at you and me. If you notice very closely, you will recognize their garb, for you'll see a sheet from

Dad's bed and an old hat you discarded. And if the voices sound familiar, don't let on—you must not cheat, or you'll find yourself encircled when they start their Tricks or Treats. All the characters seem very young to fill such gruesome roles; some toddlers are helped along by chiding brother ghouls. Then suddenly sweet peace is known, for spirits all have fled. Believing that we'll never know, they've merely gone to bed.

—By Ken Easton



BENDIX TROPHY WINNER—Capt. Edward Kenny, who set a new record of 616.208 m.p.h. in the classic is congratulated by Malcolm P. Ferguson, president of the Bendix Aviation Corporation.

NEW RECORD SET IN BENDIX RACE

A new record of 616.208 m.p.h. was established by Capt. Edward W. Kenny in the 1900-mile Bendix Trophy speed dash during the National Aircraft Show held in Dayton over the Labor Day weekend.

He flew from Edwards Air Force Base, Calif., to Dayton in 3 hours, 1 minute and 56 seconds, more than 12½ m.p.h. faster than last year's record.

Capt. Kenny, 30-year-old Air Force officer who was shot down on his thirtieth mission during World War II, was one of ten contestants—two from each of five Air Force Commands.

Three pilots almost tied for fifth place. Their average speeds in the final compilation were separated by tenths of a second.

All the pilots landed at Wright-Patterson Air Force Base and were ferried back in helicopters to the finish line at Cox municipal airport, Vandalia.

They were greeted and congratulated by Gen. Edwin W. Rawlings (USAF), Department of Defense liaison officer for the aircraft show, and by Malcolm P. Ferguson, president of the Bendix Aviation Corporation, sponsor of the Trophy.

"There is no other event in the world which can touch the Bendix for sustained speed over so many miles", Gen. Rawlings said. "It's a real test of men and equipment."

Mr. Ferguson pointed out that the contest is "a demonstration, under competitive conditions, of the skill and training of

U. S. pilots, and the fine degree of readiness which the Air Force maintains in planes and equipment to meet any emergency."

"Speed", he said, "is the very essence of victory in this day and age."

The grueling event started with each of the pilots taking off at ten-minute intervals from Edwards.

Capt. Kenny said he flew at three altitudes in three stages of his flight—38,000 feet from take-off to La Junta, Colo., 20,000 feet from La Junta to Olathe Naval Air Station, Kan., and 28,000 feet to Vandalia. He said at one point he hit a maximum speed of 645 m.p.h. He crossed the Bendix pylon with 20 gallons of fuel left in his tanks.

Selection Of Apprentices

Is Announced

Announcement was made on September 20th of the enrollment of four new apprentices in the Apprenticeship Training

MILTON CURTIS



Program at Scintilla.

The group includes Milton Curtis, formerly of Dept. 28; John Palmer, formerly of Dept. 37; Robert Goebeler, formerly of Dept. 47; and Donald Haynes.

Selection of the four new apprentices was made from a group of twenty-seven candidates who recently took part in a qualifying testing program consisting of aptitude, ability and interest tests. Test data, as well as other qualifications, was used as a basis for consideration.

Registered with and approved by the New York State Apprenticeship Council, the Apprenticeship Training Program at Scintilla is administered by a Joint Apprenticeship Committee.

Its members include Donald S. Jones, director of industrial relations; John Beyen, tool room superintendent; Harold Pendorf, experimental department supervisor; and Union Representatives Arthur Goebeler, Frank Bard and Albert Cummings. Carlton Dwight,

Bendix President Speaks

At Annual Suggestion Conference

Increased emphasis on the importance of employee suggestion systems was underscored last month by the active participation of top Bendix executives in the Corporation's Fourth Annual Suggestion System Conference.

This year's conference was held September 23-24 in Elmira, with Bendix President Malcolm P. Ferguson appearing as the featured speaker at a dinner meeting in the Mark Twain Hotel. M.

training supervisor, is an advisory member of the committee.

At the present time Scintilla has 22 apprentices enrolled in the training program. Upon completion of approximately four years of on-the-job instruction and related classroom work, they will achieve journeyman status as Tool Makers, Machinists, or Tool Makers (Model & Test Equipment).

A. Heidt, vice-president in charge of Industrial Relations, was chairman at the evening session.

The Eclipse Machine Division, located in Elmira, was host to suggestion system representatives from 21 other Bendix divisions. Scintilla was represented by the plant's Suggestion System Committee, which includes Edward O. Kleiner, manager of production standards and estimating; Herman Keller, master mechanic; and Carlton Dwight, training supervisor.

George E. Steiner, general manager, and Donald S. Jones, director of industrial relations, were present for the evening session.

Mr. Dwight, who was re-elected secretary of the Corporation's committee, was also one of the speakers. He spoke on the topic of "Suggestion Flow Charts", describing the steps involved in processing a suggestion.

JOHN PALMER



ROBT. GOEBELER



DONALD HAYNES



BARTER COLUMN

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

FOR SALE: Outboard motor, 3½ h.p.; \$22.00. Also, 12-ft. row boat; \$30.00. Leon Waters, R.D. 1, Oneonta.

FOR SALE: Polaroid Land camera and flash. Mary Sparaco, 22 Miles Ave., Oneonta. Phone Oneonta 1048J.

RIDE WANTED: From Northfield on Sidney-Walton Road (Office Shift). Phone Walton 37F31.

FOR SALE: 1946 three-quarter ton truck; also 1946 one-and-a-half-ton truck. In good running order. Charles Northrup, 28 Main St., Unadilla. Phone Unadilla 2142.

FOR SALE: Male or Female Beagles, trained or untrained. Charles, or Wilbur Hunt, Thompson, Pa. Phone Thompson 33J11.

FOR SALE: Child's Ancuna coat, leggings and hat set, size 7, Temp-Resisto lining, grey with wine velvet trim; \$15.00. Phone Sidney 6529.

FOR SALE: Winchester Model 94 rifle, 30-30, in good condition; \$45.00. Jim Hanft, 19 Prospect Drive, Sidney. Phone Sidney 8814.

FOR SALE: Used combination gas and oil stove, two burners each, in good condition. Phone Otego 4122 after 4:00 p.m.

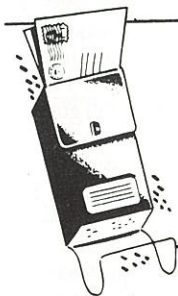
FOR RENT: Eight-room house and garage in Guilford; furnished with electric range and oil furnace. Robert Raphael, Main St., Guilford. Phone 6-2704.

FOR SALE: Complete set of Lionel electric trains, including switches, remote control and cross track; one year old, like new. \$75.00. Walter Harby, Phone Sidney 3373.

FOR SALE: Grey enamel Glenwood range, with hot water front; in very good condition, reasonable price. Phone Bainbridge 4267.

FOR SALE: House with some land at Wells Bridge. Glen Youmans, Wells Bridge.

FOR SALE: Anchor furnace stoker with controls, used two years; Sampsel damper control with thermostat and dome control; disappearing stairway, requires 29"x61" opening. Phone Sidney 2835.



CARDS OF THANKS

I wish to thank all my friends for their many acts of kindness during my stay in The Hospital and since my return home.—Gladys Walker.

The family of Paul R. Knowlton wishes to thank the co-workers, friends and neighbors who were so kind during our time of bereavement.

Sincere thanks to The Management for the beautiful basket of fruit received during my stay in The Hospital; also, to my many friends who remembered me with gifts, cards, flowers and calls.—Eleanor Stevens Landon.

The family of the late Jerry DiJoy wishes to express their sincere thanks to all of those who so kindly helped and sent flowers during our recent bereavement.—Mrs. Jerry DiJoy & Family.

The family of Emerson Smith wishes to express their heartfelt thanks to The Management, Dept. 15, 42, and 99, and Sidney Lodge 1529 for their kind expression of sympathy during our recent bereavement.

I wish to thank The Management for the basket of fruit, and also my friends in the shop for the collection received while I was in The Hospital.—George Williams.

We wish to express our sincere thanks for the beautiful flowers, cards and all acts of kindness shown us during our recent bereavement.—George Dolezel and Children.

I wish to thank Dept. 48 for the beautiful flowers and collection; also, my friends for the lovely cards and letters sent to me while I was in The Hospital.—Elva Storrer.

PHILMONT RANCH from page 7

The Headquarters Camp is the key to the smooth operation of Philmont. They handle all plans of the camp and all records. There is telephone and radio service to all trail camps. All incoming mail arrives here and is disbursed to the proper camp for delivery.

Each of the remaining camps, ten in all, has a director and a small maintenance crew. They also provide tents and mess shacks so that these need not be ported. Food is distributed on a day-to-day basis upon arrival at a new camp.

Our group consisted of nineteen boys and four drivers from Binghamton and Norwich. We were registered at Philmont early last spring for the North Bound Expedition. The cost to each boy was \$165 for the entire trip. This included all except his personal spending money.

We left Binghamton on August 3rd and went in a direct route to Santa Fe and up to Cimarron, taking six days for the trip. We camped in various parks each night, and all meals were purchased in restaurants. We arrived August 9th and, after our training, took to the trail, averaging 10 to 15 miles per day over rugged trails.

We all enjoyed the hike, the fine meals, and experienced no illness or accidents. On our third day out we climbed Clear Creek Mountain, which is one of the tallest mountains in this chain. Its elevation is 12,000 feet.

After completing our tour, we headed north to Colorado for some sight-seeing. We saw Pikes Peak, Garden of the Gods, Cave of the Winds, Seven Falls, etc. Then we started East to cover Nebraska, Illinois, Indiana, Ohio, and back to New York State.

The entire trip by car was just over 5,000 miles. Everyone agreed it was his greatest experience ever. We all saw a lot of this great country and were all glad to get home after a wonderful trip.



MR. RIKER



MR. WELCH

20 Years of Service

Henry Welch, Dept. 90.....Oct. 1
Richard Riker, Dept. 9.....Oct. 3

10 Years of Service

Ivan Bailey, Dept. 16Oct. 17
Caroline Dunham, Dept. 99....Oct. 5
Isabel Finch, Dept. 38Oct. 26
Edward Nash, Dept. 99Oct. 6
Katherine Sickmon, Dept. 47 Feb. 24
Jesse Tuttle, Dept. 39Oct. 10

DC-7 Continued from page 5

fastest piston-powered airliner.

The Wright R-3350 engines, developed for the Armed Forces and only recently placed into commercial use, develop a total of 13,000 horsepower for takeoff. By integrating the turbine and piston principles in one package, the compound engine provides 20 per cent more power with no increase in fuel consumption.

The new power plant gives the DC-7 a top speed of more than 400 miles per hour. It has a normal cruising speed of 365 miles per hour, 50 m.p.h. faster than the DC-6B.

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EMPLOYEES A TOTAL OF
\$530,000 --
MORE THAN
IN COST OF LIVING BENEFITS
DURING THE PAST YEAR



TOTAL MILEAGE COVERED BY
SCINTILLA EMPLOYEES IN GOING
TO WORK AND RETURNING
HOME EACH DAY EXCEEDS
106,000 miles
MORE THAN FOUR TIMES THE
CIRCUMFERENCE OF THE EARTH

THE BLUEPRINT ROOM USED MORE THAN
75 miles OF BLUEPRINT PAPER
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