

THE SCINTILLATOR

Published for the Employees of
SCINTILLA MAGNETO DIVISION, BENDIX AVIATION CORPORATION
VOL. 2, NO. 4 ★ ★ ★ OCTOBER, 1943



★ ★ ★ STARS ★ ★ ★

From the beginning of time, man has been fascinated by the stars. Each succeeding generation has added a little to our store of knowledge of the firmament, but even today our total knowledge of those distant bodies is relatively infinitesimal.

As children, we gazed in wonder at the star-strewn, velvety blackness of the night. In flights of fancy, we imagined ourselves transported to some fantastic world suspended in the outer reaches of space. Astronomers have dedicated their lives to the task of spanning the gap between the heavens and our own sphere . . . but we are still earth-bound.

To Americans, stars have become a shining symbol of achievement . . . a mark of distinction for outstanding accomplishment. There are those forty-eight white stars in Old Glory. We who have lived our lives under the Stars and Stripes know that those stars stand for unity of a people . . . freedom for every man, woman, and child . . . achievement through singleness of purpose. Remember when you were a kid in Sunday School? Those stars on your attendance record made your chest swell with pride!

The men and women who have left Scintilla . . . 828 of your former co-workers . . . to fight for America in this war, are serving with distinction in every theatre of action. They cannot be with us in person . . . but they are here in spirit, each and every one. They are represented by the stars in our Service Flags, and as each day goes by additional stars are added; perhaps some will be gold stars.

What are they saying, those 828 stars in our Scintilla Service Flags? They cry, "Stay with us, buddy . . . this is **YOUR** fight as well as **OURS!**" This is no product of our imagination, plucked from thin air . . . it comes to us every day, in letters from those fellow workers.

When your body aches from fatigue . . . when you wonder why you should stay on the job . . . when the days ahead seem to hold nothing but endless toil . . . take a long look at the stars in those Service Flags! They seem to say, "Don't let us down! We'll do **OUR** part . . . you do **YOURS!**"



W. J. SPENGLER

Walter J. Spengler Made "Dollar-a-Year" Man

Mr. Walter J. Spengler, Executive Engineer of Scintilla, has been appointed Technical Consultant by Donald Nelson of the War Production Board. Mr. Spengler, whose territory under this position covers the country, will be a government "dollar-a-year" man.

The appointment carries a great deal of honor and added responsibility for Mr. Spengler. He will maintain his present association at Scintilla.

Bring in Your Records!

How do you like the music during your lunch period? If you would like to contribute to the program, the Labor-Management Committee can use your help. We need good records. Some recordings are not suited to public address system reproduction, particularly those with frequent "soft" and "loud" spots, hot swing, etc., so when you pick out your best records, pay particular attention to the consistency of the volume.

When you have made your choices, mark the records with a small piece of tape bearing your name or clock number, and leave them at the Personnel office. They will be returned to you immediately after using, or upon your request at a later time. Remember, if you like good music, bring good records.

Records have been loaned recently by Elmer Cook, Margaret Aldrich, Walter House, Polly Torina, Arthur Verry, Nedward Mitchell, Betty Anderson, Jack Burr, Bob Banks, Alice Cady, Pauline Hough, Marea Lombardi, John Babinec and Mary Sheridan.

All records and requests for records should be given to Aysel Searles in the Personnel Department. Under no circumstances should records or requests go directly to the telephone room.

NEWS

and

VIEWS

from the

Labor Management

Notebook . . .

Organization of sub-committees is being carried out by your Labor-Management Committee this month, with representatives of labor and management being chosen to head the standing committees.

These various sub-committees will work with units already established to help reduce absenteeism, promote conservation, help our men in Service, etc., and will report directly to the Labor-Management Committee.

Other irons in the Labor-Management Committee fire include the exhibition of a cut-a-way magneto set up on a special test stand to show how a magneto operates. The Service Department has supplied the mag, one of the latest models, and this display will soon be in operation.



The Committee has ordered for all employees copies of three pamphlets, whose titles speak for themselves. They are: "Root Vegetables in Wartime Meals," "Vitamins from Farm to You," and "Fats in Wartime Meals."

Another project of the committee is already in operation. Through the cooperation of The Binghamton Press, first shift employees are now receiving the latest news bulletins during their luncheon period.

In order to keep employees informed of progress in our drive to reduce absenteeism, daily announcements are being made of absentee percentages in the factory, and also a daily honor roll of departments with the lowest absentee rates.

★
PFC GEORGE L. GALLUP is stationed at Camp Claiborne, Louisiana, with an Engineering Outfit. While at Scintilla he was employed in Department 57.
★



Bob Knapp, "Fastest Human," Tells of Experience

"I don't feel any different now than I did before," said Lieutenant Robert H. Knapp, Norwich flier, and former Scintilla worker, who was reported to have flown his P-47 Thunderbolt at an estimated 840 miles an hour to become the world's fastest traveling human. In a letter to his parents, Mr. and Mrs. George A. Knapp of Norwich, he described his experience and enclosed a clipping from the "Stars and Stripes," Army newspaper carrying an account of a personal interview.

The clipping quoted him as saying: "I went back to my formation and just flew along, not caring about anything—not even wanting to see an enemy plane. A few minutes later my heart fell down from my throat and I felt O. K. again. I do think a lot of 'Percy' (his plane) and all his sisters. 'Percy' and I were really going that day."

Lieutenant Knapp was on a mission over Emden, Germany, when the incident occurred. Officials said that if he had failed to bring his ship out of the dive at 5,000 feet he would have dug into the ground a distance of about 30 feet. In a recent letter to Scintilla, he said he had already received the air medal and two oak leaf clusters, with the third cluster due soon.

He left Scintilla in January, 1942, to join the Air Corps. His former clock number was 49-18.

SPEED DEMON OF THE SKIES...



Hottest Man on Wings! That's our old friend, Robert H. Knapp, now a Lieutenant with the U. S. Army Air Forces in England. Lieutenant Knapp is reported to have reached an estimated speed of 840 miles per hour in a power dive over Emden, Germany . . . the fastest any human being has ever traveled. Bob was employed in Department 49 before enlisting in the Air Corps early in January, 1942.

Why Worry?

In this Life, there are only Two things to worry about;

Whether you are going to be Healthy or Sickly.

If you are Healthy, there is nothing to worry about;

If you are Sickly, there are only Two things to worry about.

Whether you are going to Live or Die;

If you Live, there is nothing to worry about.

If you Die, there are only Two things to worry about;

Whether you are going to Heaven or Hell.

If you go to Heaven, there is nothing to worry about;

If you go to Hell, you will be so busy shaking the hands of your friends you won't have time to worry.

SO WHY WORRY !!

for OCTOBER

COMING!
1944 VERSION OF THE

"SCINTILLA MIRTHQUAKE"

★ Committees now being formed . . .

★ Rehearsals start early in November



WANTED:

● SINGERS ● DANCERS ● SPECIALTY ACTS

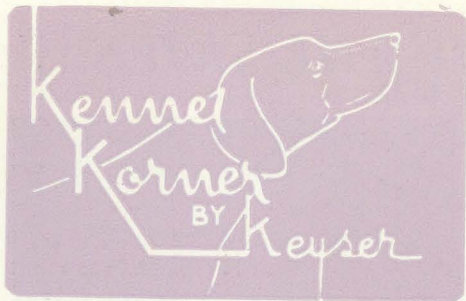
We want your help. Don't be bashful — let us know what you can do!

TWO GOOD REASONS WHY YOU SHOULD ADD
YOUR TALENTS TO THIS SHOW —

1. You'll have more fun than a barrel of monkeys!
2. You'll be contributing to a worthwhile civic enterprise!

For complete details see
E. M. VAN NAME
PERSONNEL MANAGER
(General Chairman)

LET'S GO ALL-OUT TO MAKE THIS A SUCCESS!



Field Trial Plays to Enthusiastic Gallery

The first Field Trial of the Sidney Amateur Field Trial Club is now past history. And despite the fact it was the Club's first field event, it proved to be a successful venture. A crowd of about 200 braved the cold October 3rd breeze to witness the event.

There is no doubt that the Trial has stimulated considerable interest for another similar event. To which we might add, plans are already under way for a Field Trial next Spring. Of special interest to owners of puppies is the Club's intention of running a Stake for young dogs in the Spring event, providing there will be enough entries in this class.

Space will not permit a detailed account of the October 3rd event, but we can touch the high spots. The first Stake,

for Spaniels, opened about 10 A.M. Six Spaniels had been entered, but one was "scratched" due to physical reasons. Don Cumber, Toolroom, entered his Cocker, "Buddy," to even up the braces. The dog had no previous field experience, and was entered only as a substitute. Don received a big hand from the gallery for his sportsmanship.

A good showing was made by all entrants in this stake. "Captain Ryx," Cocker owned and handled by Bob Keyser, won the stake. "Cap" hunted well and made two "finds" in the bird field. Second place went to "Mitzi Babe," owned and handled by H. C. Walters. In third place was "Morgan's Gypsy," owned and handled by Stanley Morgan. Both second and third place dogs were Springers.

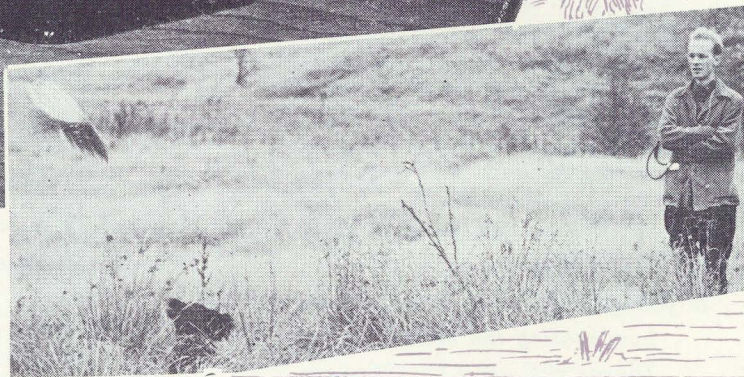
In the Pointer & Setter event, "Mark Ferris Fishel," Pointer owned and handled by Roy Sweet, of Otego, placed first. He produced two "finds" in the bird field and one on the course. Second place went to "Toughey Joe," a Pointer owned and handled by Sergeant Reginald Decker. Tied for third place were "Bolton's Jan," owned and handled by Ted Bolton, and "King Zurn," owned and handled by James Zurn. Both dogs are English Setters.

Committee in charge of arrangements included: R. F. Keyser, Chairman; Clayton Welch, Grounds Committee Head; Henry Pardee, Game Supervisor; Arthur Kasson and Ralph Mason, Field Assistants. Judges were Howard Sweet of



SGT. LOUIS LABARR, formerly of Department 47, died September 19th at the Scranton General Hospital, Scranton, Pennsylvania, following a prolonged illness. He had previously received an honorable discharge from the Army because of the same illness.

Whitney Point and George Sweet of New Berlin. Sgt. Reginald Decker was Field Steward. Winners trophies were presented by K. V. Campbell. Each winner also received 25 pounds of Gaines Dog Food, contributed by the Gaines Dog Food Co., Sherburne, New York.



Quick glimpses at the Field Trial. Upper left, l. to r.—The Winnahs! First Place in Spaniel Stake, "Captain Ryx," Cocker Spaniel, owned and handled by Bob Keyser, Department 8; Third place in Spaniel Stake, "Morgan's Gypsy," owned and handled by Stanley Morgan, 3-11 Shift; Second Place in Spaniel Stake, "Mitzi Babe," owned and handled by H. C. Walters, Executive Engineer. First place in Pointer & Setter event, "Mark Ferris Fishel," Pointer, owned and handled by Ray Sweet, club member from Otego; Second Place, "Toughey Joe," Pointer, owned and handled by Sgt. Reg. Decker of Scintilla Police; "Bolton's Jan," Setter, owned and handled by Ted Bolton, Engineering Department, tied for Third place with Jim Zurn's "King Zurn," Setter. The last named had left before photo was taken. Inset, upper right—Arthur Kasson, Repair Department, exhibits one of the forty pheasants liberated at the Trial. Circle inset—"Captain Ryx," Spaniel winner, flushes pheasant. Owner Bob Keyser looks on approvingly. Center—One of the Plaques awarded to Stakes winners.

HOBBY COLUMN

By Bo Barratt

We are pleased to welcome Mr. August Snell, Jr., one of Scintilla's Resident Army Inspectors, to our column this month. Mr. Snell supplied the photographs and the following article on "Model Railroadng."

Let's take a little trip to that old garage where you heard some fellows were playing with trains. We'll look in and see what is going on.

Upon entering you find familiar faces. Why, there's Joe, the fellow who runs the turret lathe next to you . . . there's Doc So-and-So, the dentist . . . and Jack, the butcher, has just emerged from under that table over there. What is this? A meeting of the local C. of C.? No, it's just a gathering of miniature railroaders, who have pooled their time and labors to fulfill their ambitions to own and operate a miniature railroad in exact duplicate of the locomotives, cars, tracks, etc., of the railroads that are the backbone of our transportation system.

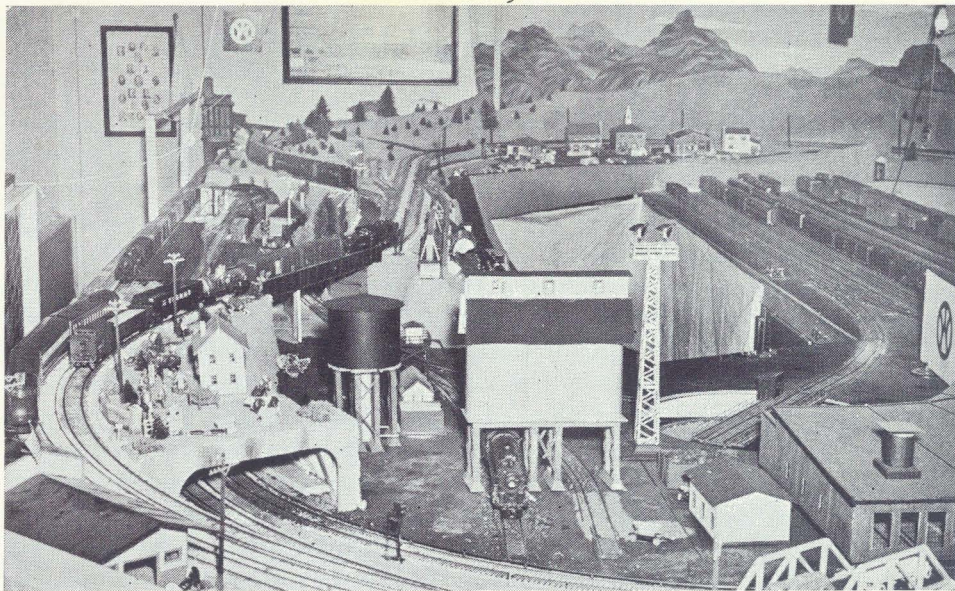
Swish, click-click . . . what was that? A real scale locomotive with a string of built-to-scale freight cars just went by. Upon looking more closely, you find it was traveling on rail laid on miniature wooden ties, spiked down with tiny spikes. You didn't see any steam or smoke coming out of the locomotive, as it has self-contained electric motors and, through a pickup shoe, the locomotive is operated from a control board in some distant corner.

You see a train stop when the signal up ahead turns red, and you marvel at it . . . for no one touched it. Then you watch the train start up automatically when the signal changes to green. You are looking in on one of the most fascinating hobbies of the country today. Yes, it fascinates you and, unthinkingly, you remark you have seen such trains at Christmas time down at the local department store. Following that remark you are informed that before you are models hand built from raw materials, valued at sums that are breathtaking. Here is a locomotive that took the builder from six months to a year to build, and is valued between one and two hundred dollars. It has in detail all the features of the full size locomotive, on a much smaller scale, and it cannot be purchased in any toy department.

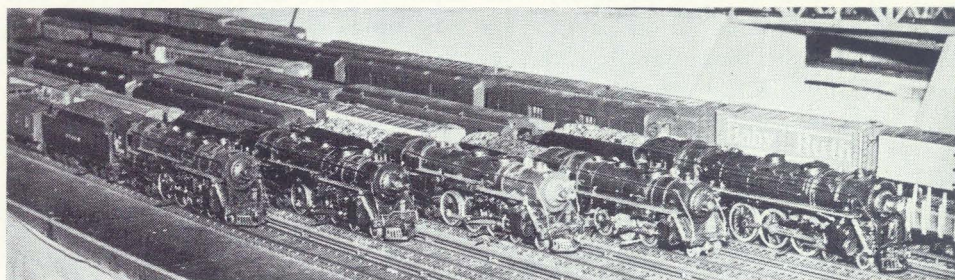
Model railroaders sometimes spend thousands of dollars in building up a complete outfit. Even the smallest parts used in building a locomotive or freight car cost considerably.

It is possible to construct buildings, cars, engines, etc., in sufficient number and variety to duplicate an entire railroad center.

August Snell, Jr.



Panoramic view of part of model railroad layout in which Mr. August Snell, Jr., (guest Hobbyist this month), has a major interest. Note accuracy of details as reproduced on a small scale.



Almost like an actual railroad is the above view of model "rolling stock" on sidings. The dyed-in-the-wool model railroad is a stickler for details . . . even the rails are laid on wooden ties and fastened with miniature spikes.

Great Task of Equipping Seventh Army Described by Officer Back from Overseas . . .

"We have learned that precision supply, like precision bombing, is one of the most important factors in this war," said Colonel Herman Feldman, Quartermaster Corps, until recently Commanding Officer of a base section of the Mediterranean Command, in his report to the War Department.

"When orders came to prepare the 1st Infantry Division for the part it was to play in the Sicilian campaign," he went on, "we knew the items which had to be supplied and we supplied them. When the Division embarked we all had a feeling that it was ready and equipped to carry on the successful operations which the world knows were to be its lot.

Editor's Note: Photos on this page show part of the model railroad equipment owned by Mr. Snell.

Note to nature study fans: Dorothy Sawyer (23-423), Lewis Building, is interested in hearing from all you bird lovers and naturalists.

Stamp Collectors: We have added several "outside" stamp collectors to our growing list. Contact this column!

Let's get our Hobby Club going before the snow flies. Send in your name!

"At the conclusion of the campaign in Tunisia and the start of operations in Sicily and Italy, every soldier of the Seventh Army had to be equipped with clothing for semi-winter warfare. This alone was a major job. The climate to be encountered in mountainous regions of Sicily even in midsummer was a far cry from that which they endured in the late winter and early spring on the hot and rolling plains of North Africa.

"The 1st Division was provided with enough subsistence to carry it through the early phases of its operations even if not a morsel of food or a drop of water was obtained on the Sicilian side of the straits. Special Service followed immediately behind the fighting men and provided them with everything they needed," he said. "The mobile post exchanges, too, were never far behind and everything was available to the fighters, that our men have in the largest and best equipped exchanges in this country. And the semi-necessities of life—razor blades, shaving soaps, tooth paste and the like—all become general issue (free to the men) whenever they are in combat."

An Open Letter to the Employees of Scintilla Magneto Division

It's too bad that our "Invisible Crew" does not include one member to provide instant and direct contact with all employees of the Scintilla Magneto Division. If I could, I would then express my thanks individually to each of you for the sincere and honest answers you gave in response to our recent Employee Questionnaire.

The value of any undertaking such as this depends entirely on the way you participate—and I want you to know we appreciate your tribute to our good faith in seeking to learn your views. The answers you gave have been carefully tabulated and analyzed, and I believe that many of you have already seen corrections of conditions along the lines suggested by your own replies. Further improvements will be made as time permits.

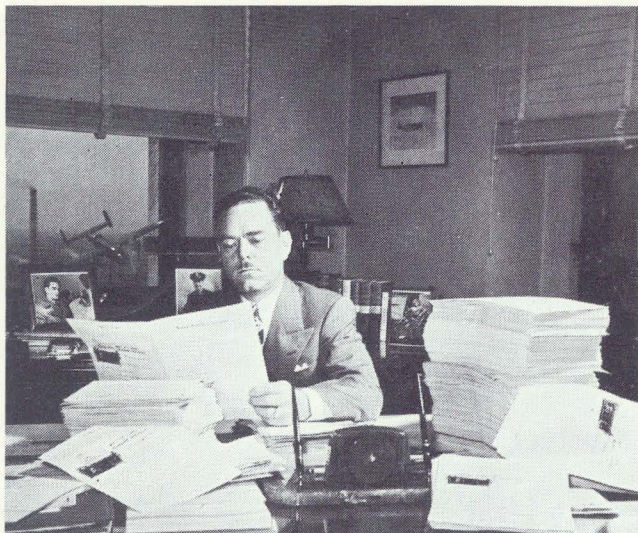
I know you understand that, no matter how sincerely we try, it still is impossible to guarantee solution of every individual problem. As was to be expected, a few suggestions as to improvement of management methods were debatable; therefore, all recommendations cannot be adopted. Nevertheless, your replies have been truly helpful and I hope to continue to merit your cooperation.

It is evident that the many who replied share my view that the best approach is to talk things over. I am now more convinced than ever that only by closer understanding can we maintain and further increase our capacity for the big job we all have to do—that of increasing the production needed to shorten the War.

Ernest R. Breech
President
Bendix Aviation Corporation



HERE'S SMILING *Bill Meehan*, who was Supervisor of our Stores Division before donning the khaki for Uncle Sam. *Bill* is now at Camp Dix, after spending considerable time in the sunny South. He says he has seen many of his former Scintilla pals in the course of his travels.



★
MR. E. R. BREECH, President of Bendix Aviation Corporation, studies questionnaires completed a few weeks ago by Bendix Divisional employees. It is evident from the photograph that employee response was large.
★

He Understands—Do You?

The following item, originally credited to the "Montclair Times," is self-explanatory:

Guadalcanal
(Delayed)

Dear Family:

It is pleasant to hear from you after such a long period of time, but it is unpleasant to learn of your changed conditions of living which I can more readily understand from the change of my own conditions.

It is too bad you are limited in the use of your automobile. I know how it is to walk through miles and miles of swamp and jungle so I understand.

It is too bad to have your choice of food limited. I have experienced this, too, except there is no choice here. So I understand.

It is too bad that Willie has to work so many hours a day at the defense plant. I have to work night as well as day at our defense plant. So I understand.

It is too bad that you have to wait in the rain for transportation. I have to wait in the rain on post and my transportation and my destination is uncertain, too. So I understand.

It is too bad that you are being paid so little for working so hard. I only get a fraction of your pay. So I understand.

Winning this war is hard on all of us. You work long hours and so do I. So I understand. But during those hours, I get shot at. Do YOU understand?

Your loving son,

Thanks, Draper!

The magneto division personnel of the Draper Corporation gave a banquet for their Scintilla guests at the fashionable Chicken Pete's Park in Milford, Massachusetts.

Mr. J. B. Jackson and Mr. J. Hayes gave an interesting talk on the good will between the two companies. Their comments were enjoyed by all concerned.

The representatives of Draper included Messrs. J. Jackson, C. Moon, J. Hayes, R. Richardson, H. Spudoni, K. Sanderson, J. Robinson, K. Townsend, and C. Rae.

The Scintilla guests were C. Kessler, J. Bogdasarian, C. Wilkins, R. Cannon, N. Lindsley, C. Mac Donald, and W. Haynes.

Musical Note

Tuesday evening, September 21, the Scintilla Employees Band traveled to Walton to take part in the parade which marked the opening night of the Walton Fair. The Scintilla Band led the parade with Sidney Firemen coming next in line. The balance of the parade consisted of firemen from Walton and neighboring towns, and the Walton School Band.

Our band received the invitation to march in the parade in the morning of the day on which it was to be held, and Mr. Brenner, Director, was very pleased with the number of band members who came out and the fine showing our band made on such short notice.



Scintilla

Inspection Department

The following members of the Inspection Department entered the Armed Forces in the last few weeks: Richard Baldwin, Army; Robert McElligott, Army Air Corps; Gordon Hosford, Army; and Richard Freiberger, Navy. The Inspection Department wishes them happy landings.

Mary Hinkley, Inspection office, is confined to Sidney Hospital due to a knee injury.

Major Carl Cook, former employee of the Inspection Department, visited his friends at Scintilla Tuesday, October 5. Major Cook is now stationed in Connecticut. He enjoyed a week's furlough with family and friends.

Mr. and Mrs. Howard Sprague became the proud parents of a daughter, born in the Sidney Hospital, October 5. Mrs. Janet Sprague formerly worked in the Inspection office. Congratulations, Janet.

We understand that Jake Schroh is now a property holder and we wonder if congratulations are in order.



Now stationed at the Harvard University Naval Training Center is Ensign Lewis R. Johnson, formerly of the Inspection Office.

Al Dewey is now a resident of Masonville. How's farm life, Al?

Anyone wishing to barter horses, pigs, cows or just exchange the time of day, consult the firm of Straka and Jenkins. (We sell anything, nothing too unusual.)

Ray Myers, who has long been foreman of Final Magneto Inspection, is now resident inspector at Eclipse, Elmira, New York. We hear Ray likes his new job very well.

Francis Sabraw has replaced Spencer Walton at Shaw Insulator.

Ray Camp has been made General Night Foreman in Inspection Department over Departments 17, 19, 21, 27, 31, and 34.

Anyone wishing to sell a desk equipped with outboard motor and synchro-meshed transmission, consult Ed. Carkuff, nomad of Inspection office. He loves to move furniture about.

Gordon Hosford, Foreman in Raw Material on the 11-7 Shift, was guest of Honor recently at a Farewell Dinner at Rock Inn. Mr. Hosford is leaving to join the Armed Forces. The table was arranged in Horse Shoe Fashion and a hearty meal was enjoyed by all. Charlie Houck was Master of Ceremonies and took great pleasure in presenting Gordon with a check from Raw Material and Stock CC, and another from Club 23, with their best wishes to a swell guy. Group singing was led by Davie Wadsworth. After dinner round and square dancing records were played to the delight of everyone. Special honor was paid to Mr. and Mrs. Ernest Pierce who were celebrating their 38th anniversary. Guests at the dinner were: Mr. and Mrs. Gordon Hosford, Mr. and Mrs. Ken Cummings, Mr. and Mrs. Ernest Pierce, Davie Wadsworth, Tommy O'Neil, Dick McMorris, Charles Houck, Bertha Finch, Elizabeth Neish, Afton Sowersby, Maude Miles, Ethel Leach, Mary Offnick, Frances Newton, Niles Palmer, Russ Davidson, Agnes Chigier, Norris Aldrich, Walter Crammer, Ray Baldwin, Pauline Kalicicki, Fred Hamilton, Harold Tillison, Ida Dunbar, Jean Shermond, Wesley Cobb, George Gobles, Betty O'Hara.

Department 80 (Tired Dogs Dept.) News

Things I never noodle now:

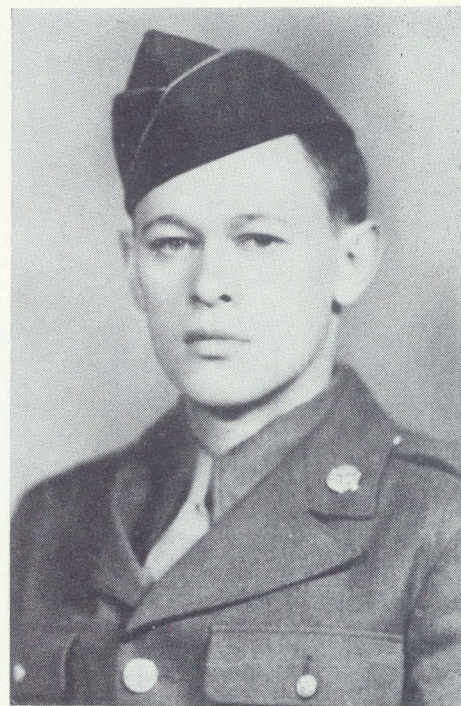
That Benny Rooke is our new department head. Mr. Harold Baker has joined Mr. Hanley's force as staff assistant. Good luck to them both in their new jobs.

A party "Royale" was held at the DeCumber Hotel for "Harold" and needless to say when stockchasers get together, a good time is had by all. "Bake" was given a wallet and a 50 dollar war bond as a "going away" present.

Frank TerBush has also left these shores to take up duties with Uncle Sam's Navy. Happy landing, Frank.



Before donning the Navy blue, S 2/C Martin D. Myers, Jr., was employed in Department 39. He is now located at the Naval Air Station, New York City.



PFC. ARTHUR P. JOHNSON, formerly of Line 53, was somewhere in North Africa, according to latest report from him. Prior to going overseas he received barrage balloon training in Tennessee.

Yup, and Marc Sloan, he of the harness parts, is harnessing himself to the Merchant Marine.

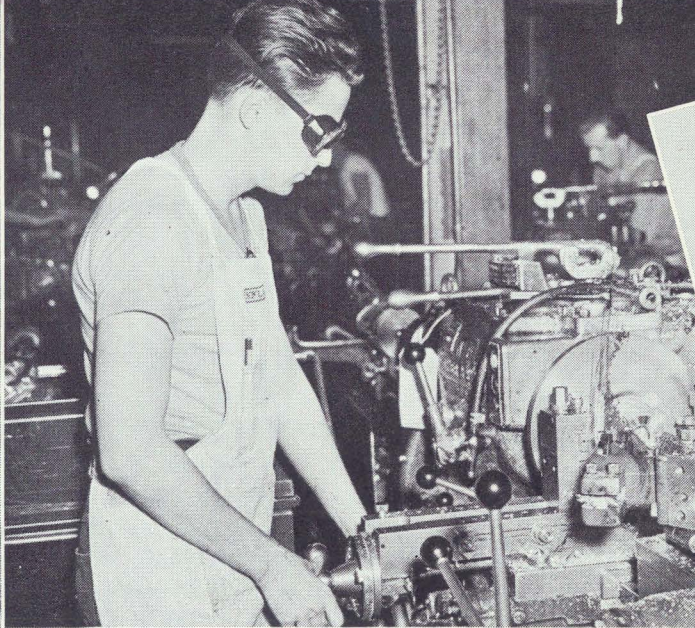
Margie Craig, our real "Girl Friday," has recently returned from Denver, Colorado, where she spent several days with her husband. Sure *tuff* to leave—hey, Marge?

It is also rumored that a certain B. R. is a good one to stay away from when it comes to the er—ahem—chips?

Service Department

It's Marjorie and Bob Wickham now. The Great Day was October 6th in North Syracuse with friends from Scintilla well represented, white satin, music, laughter, and even a few tears furnished by the ladies. Because it was that kind of a wedding.

The service was at 8:30 in the evening at the Andrew's Memorial Methodist Church, and the reception later at the bride's home where a thorough job was done of kissing the bride and shaking the hand of Corporal Wickham by Walt Vollert and Howard Wood, who were ushers, Mildred Rowe, Bob Graham, Madeleine Watts, John Drzanek, Joe Bazata and Grace Dietz.



DAY SUPERVISOR
L. to r.—Fred Wuthrich, Sr., Department 17; J. Gerig, Supervisor, Departments 17 and 34; Emil Erb, Department 34

"LINKS IN OUR PRODUCTION"

In the five preceding issues of the "Scintillator" we have reviewed the functions of five separate departments of Scintilla Magneto Division. This month we step aside from our usual procedure by presenting two departments instead of one . . . Departments 17 and 34. Inasmuch as these two departments are closely related, and actually operate under the same Supervisor, the step is a natural one.

In 1935 the Turret Lathes and Hand Screw Machines from the various machining departments were grouped together into what was, and still is, known as Department 17. In common with other departments of the company, Department 17 experienced its quota of growing pains. Some of the machines were good ones, but these were offset to a certain extent by others of lesser capabilities. However, the department was blessed with a number of conscientious men who knew Turret Lathes and Hand Screw Machines, and enjoyed running them.

Our first Warner & Swasey arrived in 1937. This was quite an event, resulting in an epidemic of guessing as to who would be elected to operate the newcomer. The honors went to R. Brush and Ed. Hermann.

1. On guard against flying chips is Howard Bonnell (17-63), operator of a Warner-Swasey #3 Turret Lathe. Pictured is boring and turning operation on experimental distributor housing.

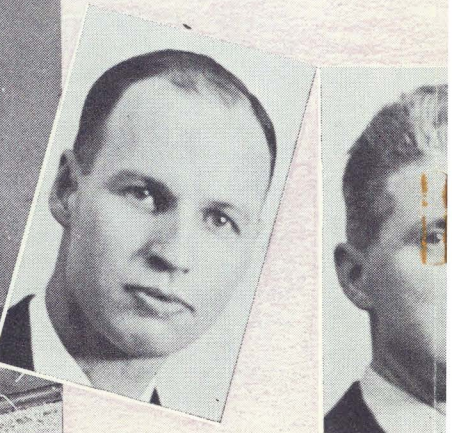
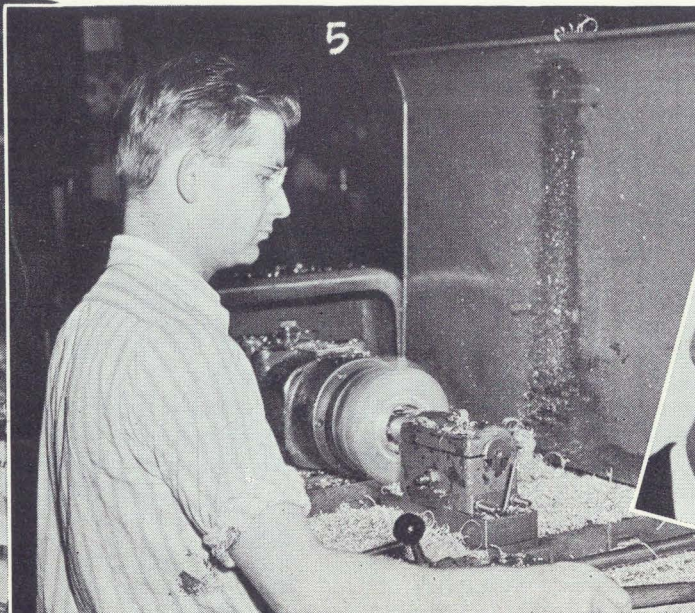
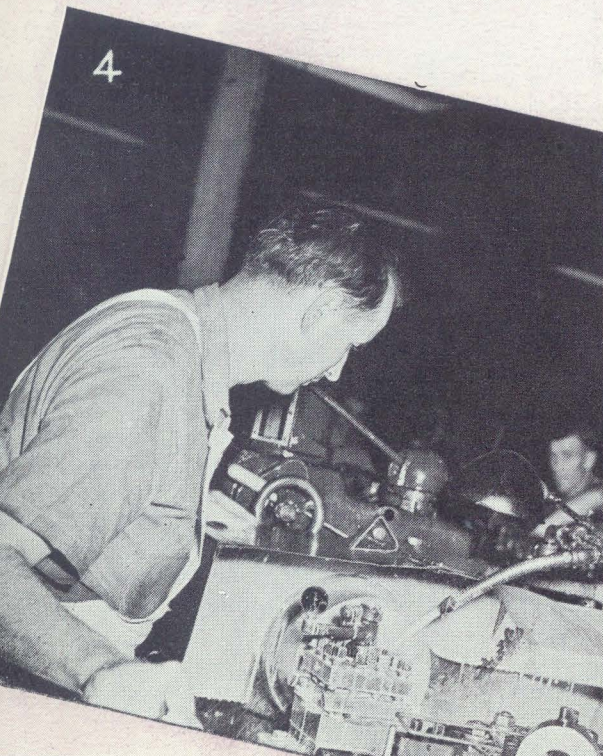
4. Flying oil is no novelty to Gilmer (17-261), part of his job as operator of a V-type engine. In the photo he is performing a flywheel Oil Sealer.

2. Speedy production is accomplished by this hand operated Wire Feed Screw Machine. Mrs. Marlea Fay (17-34) is the operator.

5. FRED WUTHRICH, JR., (17-100), operation on front end plate of Magneto.

3. GOTTLIEB ACKERET (17-89), employed at Scintilla since 1928, takes pride in his years of service with the company. He is operating a Jones & Lamson Universal Turret Lathe, boring pump housings.

6. EZRA JUDD (34-261), a motorist since World War I, takes a crack at the Axis Turret Lathe. Photo shows him in midst of boring pump housing.



NIGHT SUPERVISOR
L. to r.—John Merrill, Department 17; John Gerig, Supervisor, Departments 17 and 34; General



SUPERVISION
Department 17 General Foreman; S. [unclear]
Depts 17 and 34, as well as other pro-
department 34 General Foreman.



"CHAIN" -- DEPTS. 17 AND 34

Gradually, new machines replaced the old ones . . . additional Turret Lathes, also Bore-Matics, which are among the most accurate precision machines built. No longer was it necessary for the operator to coax his machine when working to close tolerances . . . the Bore-Matics handled the job with ease.

The Turret Lathe Department, as it now stands, can do any kind of Lathe work. Many times it has come to the rescue of the production schedule, because regardless of the type of work demanded of it, it could always deliver the goods. Department 17 not only produces housings, end plates, breaker cups, spark plug and Diesel pump housings, and other intricate parts . . . it also has produced many shop foremen, layout and time study men.

In many respects, the Lathe Department is the starting point for a large number of the parts that go into our finished products. Long rods of steel and brass are fed into the Lathes and come out in all sizes and shapes. They are then sent along the lines for further operations.

(continued on page 13)



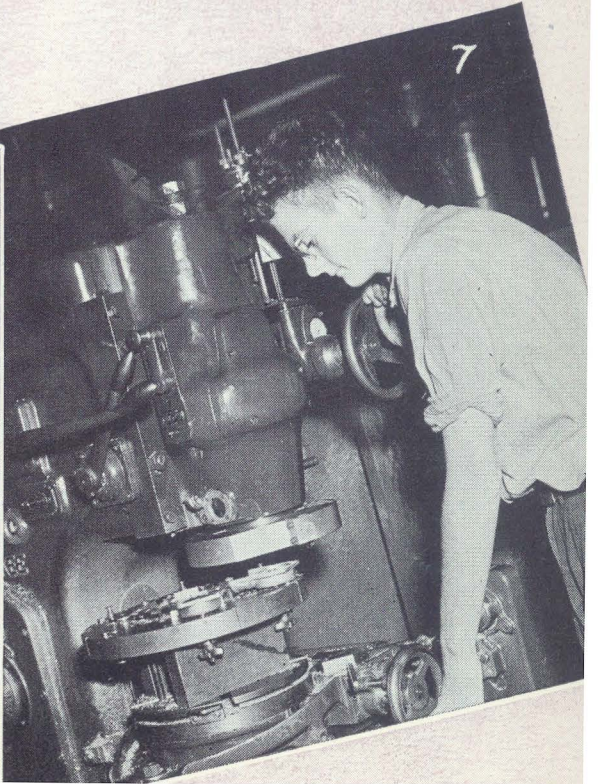
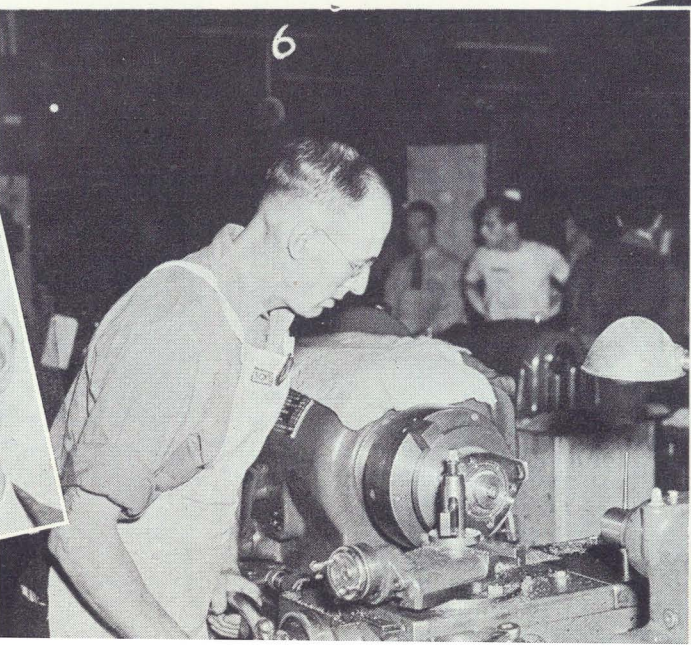
o Giles Adams (17-92). Taking it is
f a Warner-Swasey #5 Turret Lathe.
a finished turning operation on an
aler Retainer.

(17-149) performs a finished boring
s of a magneto. Machine is a Bore-
Matic.

motorcycle dispatch rider in World
Axis again from his Monarch Tool
dst of facing operation on magneto
housing.

7. Confidentially, we persuaded Jack Dean (34-83) to bend down a trifle so he could get into the picture. He is performing a milling operation on the front end plate of a magneto.
8. Hand milling of bridge condenser is done by Mrs. Helen Johnson (34-370).
9. Drill Press operators Miss Gertrude Tompkins (34-400), left, and Mrs. Mary Crane (34-409) portray the spirit of American industry today. Drilling bushings is the operation.
10. WILLIAM SCHMIDT JR. (34-17), left and Alfred Smith (34-36), perform miscellaneous toolmaking operations on the bench.

SUPERVISION
ment 17 General Foreman; Ed. Herr-
; 17 and 34; R. Barnhart, Department
eral Foreman.



National War Fund Drive Deserves Your Support

GIVE ENOUGH FOR ALL

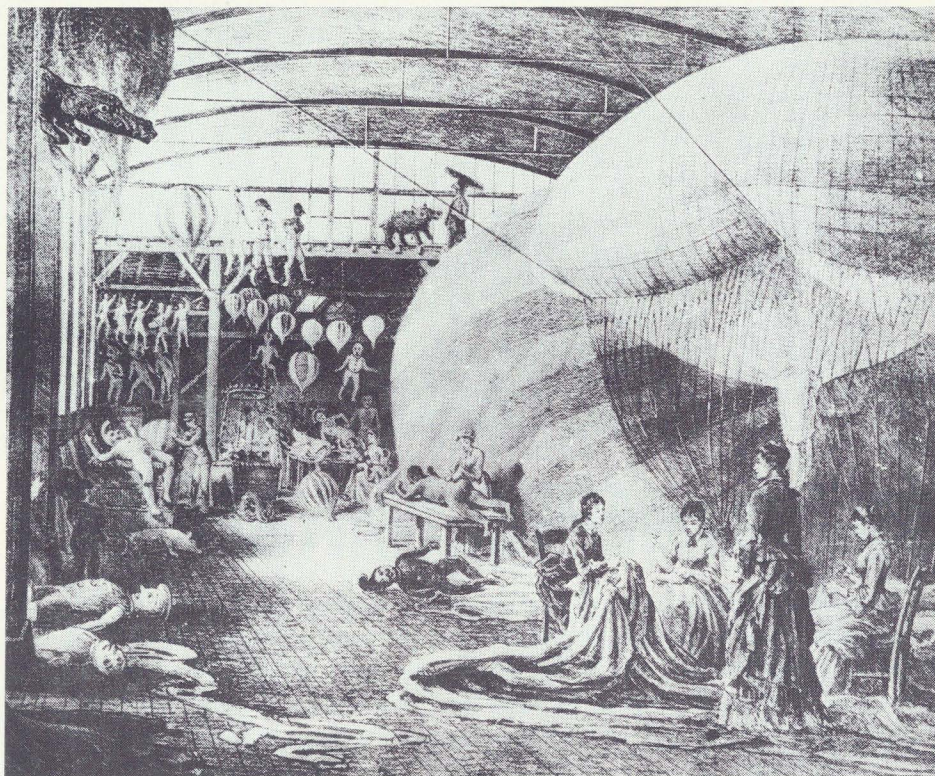
As Americans, we are noted for our efficiency. You recall when the war began, there were many groups conducting campaigns for war relief funds at different intervals, and as Americans, we wanted to give to all . . . but often that was impossible.

This year, through the cooperation of these various war-relief organizations, it is possible to make one contribution, which will be divided among 17 war-related philanthropies.

Making this possible is the National War Fund, a federation of 17 war relief agencies whose functions are: to raise, in one campaign, the sums needed to support these agencies; to administer the sums collected wherever they are currently needed; to increase the opportunity for everyone to contribute to this campaign; to eliminate duplication of war appeals and needless waste of manpower in raising separate funds, bringing unity of effort and purpose into our war-time relief program.

The following agencies will benefit from the National War Fund Drive: United Service Organizations, United Seamen's Services, War Prisoners Aid, Belgian War Relief Society, British War Relief Society, French Relief Fund, Friends of Luxembourg, Greek War Relief Association, Norwegian Relief, Polish War Relief, Queen Wilhelmina Fund, Russian War Relief, United China Relief, United Czechoslovakia Relief, United Yugoslav Relief Fund, Refugee Relief Trustees, and U. S. Committee for Care of European Children.

There will be no National War Fund drive here at Scintilla, so plan to make your donations in your own community. Remember, we are being asked to give only once—but to give enough for all.



Print from Bettman Archive

First Women Aviation Workers. Interior of Air Balloon Manufacturing Establishment in 1880, showing women employed in sewing a balloon and arranging riggings of gondola. At first glance, one might suspect this scene as portraying the inside of an old-fashioned masseur's salon . . . because of the reclining bodies scattered around in the picture. This establishment specialized in the making of children's toys, but devoted some space to experimental work on air balloons. This picture offers definite evidence that even during its early stage the aviation industry relied on women workers.

Modern Fairy Tale

Once upon a time there was a character who operated a nice, shiny lathe. Now this lathe, or as he affectionately called it, "??!***?z machine," made odds and ends of bric-a-brac or precision knick knacks for this and that. Our hero was beset by many evils such as dyspepsia, chronic ulcers, and an inspector.

This inspector was so well liked by all of the personnel that he had cut his bodyguards to only ten men armed with sub-machine guns. After our hero had made a couple of barrels of parts, more or less, said inspector would tastefully decorate each and every one with a pretty orange colored ticket. After days . . . weeks . . . yea, even months of this skull-duggery the operator (or jerk) began to scent an Ethiopian in the timber. He even began to suspect that all was not right, and while cracking pecans with his verniers became very, very irked . . . not to say displeased, to think that he had only put one piece in stock. That one he sneaked in during a black-out.

Taking his trusty Warner and Swasey in hand, putting on his shoes and consulting his compass he tracked his victim through the limitless wastes of Dept. 10. At last he ran his quarry to earth in the Engineering, or "If-it-can't-be-made, we-designed-it" Department. Bearing him to earth and reflectively munching on his right ear, he hissed "Your time has

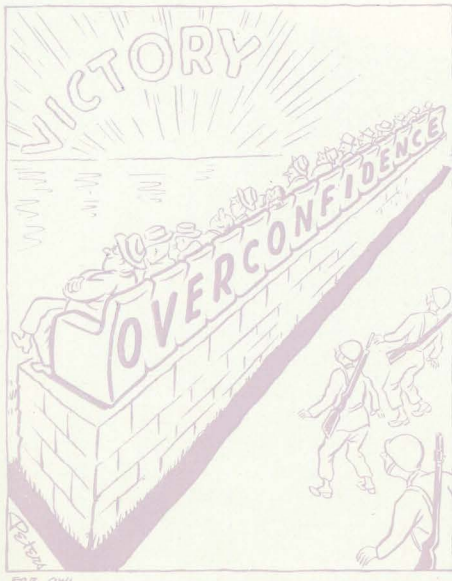
"A" Gasoline Books

New basic "A" gasoline ration books will be issued by the Scintilla Plant Site Rationing Board until November 8, and it is requested that all employees apply for their "A" books by that time. Application blanks are obtainable in the East lobby or Personnel Office. Each application should be accompanied by tire inspection certificate and back cover of the applicant's old "A" book. New rations will be mailed by the board to home addresses unless otherwise requested.

come, prepare to meet your finish." To which the inspector murmured "Eight micro inches." This so enraged our hero that he threw caution to the winds, (North, South, East and February which has 29 days every leap year) and with a full swing of his mallet imprinted on his hapless victim's forehead a large letter S, tagged him with a rework tag marked "not to blue print" and sent him to Cost Accounting for filing, cross indexing, and a valve and carbon job.

Our hero then spent the remainder of his days running hairpins on an Acme Gridley and telling his grandchildren that he was the only man in the world who could put a V-4 finish on a cucumber rind.

The moral of this story is "One good turn deserves another (See operation 10) or hold to high limit on the low side."



ANTI - ABSENTEEISM BULLETIN

Attendance Award

For September, 1943

THE WINNER!

DEPARTMENT 33

HONORABLE MENTION

Position	Dept.	Position	Dept.
2	13	7	10
3	11	8	38
4	32	9	26
5	22	10	16
6	12	11	36

ALSO RAN

Position	Dept.	Position	Dept.
12	31	32	56
13	40	33	52
14	59	34	50
15	25	35	45
16	36	36	19
17	24	37	58
18	41	38	54
19	34	39	18
20	28	40	15
21	47	41	39
22	48	42	42
23	27	43	17
24	44	44	55
25	53	45	49
26	67	46	51
27	66	47	21
28	43	48	57
29	20	49	23
30	63	50	30
31	46		

Note: This award is made monthly to the department with the lowest absentee record.

BACK UP OUR
BATTLESKIES!



PVT. HARVEY V. STORCK says, "It was hot in Texas last January when this picture was taken."

for OCTOBER

Graduation Day for Apprentices



Wined and dined in honor of their graduation from Scintilla's Apprentice Training Class, these men proudly posed for Norm Meagley and his camera. Dinner was held September 16 at Major's Inn, Gilbertsville.

Front, l. to r.—W. Bure, F. Bard, C. Porter, R. Laraway, W. Olmstead, A. Egli, Jr. Center, l. to r.—J. Beyen, K. Fink, R. Mason, A. Hoegger, K. Fitzgerald, M. DeSalvo, M. Nichols, K. Woytek. Rear, l. to r.—H. Doi, K. Houghtaling, D. Cumber, C. McCarty, Al. Hoegger, C. Kinch.

Head table at the Apprentice's Dinner. L. to r.—Messrs. Kuebler, Keller, Brennan, Lindenmeyr, Steiner, Beyen, Pendorf, and Bruetsch.



RAY LARAWAY receives his diploma from John Beyen, Tool Room Supervisor.

Service Men's Letters Roll In

We have been highly gratified with the many letters and photos received in response to a Labor-Management Committee letter mailed early in September to our Scintilla men and women in the Armed Forces. Our plan is to use these letters and photos in our December Issue of the Scintillator . . . a special Service Issue.

In many instances the writers have given us a detailed picture of what life in the service is like . . . within the bounds of censorship, of course. From the letters received thus far, we conclude that while the men and women in the services would rather be back in civilian life, they are determined to complete their present job first.

Although some of the photos that have come in will not reproduce as well as we might wish, we expect to use them regardless of quality. We know that it is virtually impossible for many of the boys to obtain good photos in their present locations. We'll gladly take snapshots if studio photos are not available.

We hope to make our Special Issue of the Scintillator a source of real pleasure to our service men and women. So keep those letters and photos rolling in!

Personnel Department

Miss Margaret ("Peg") Davis, who worked with Mr. E. F. VanHorne, Transportation Coordinator, was married Sunday, October 3, to Sgt. Leland Marcellus, formerly of Tool Inspection, and now stationed at Camp Stewart, Georgia. The wedding took place in the Baptist Church at West Edmeston.

"Peg" will return to Savannah with her husband at the expiration of his furlough.

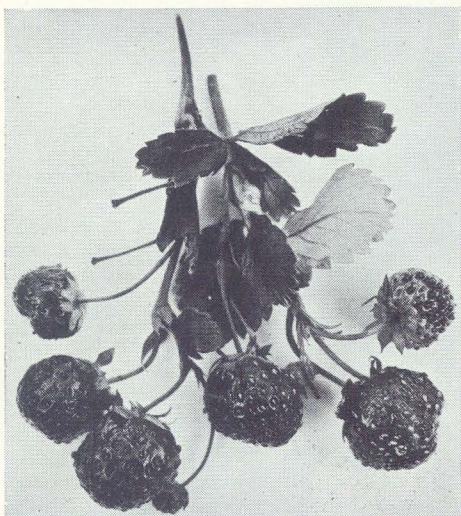
We Thank You

Without Someone to hear from,
When things are really tough;
Is like a bird without a nest,
When Mother Nature's rough.
In times like these when everyone
Is doing his level best,
To make things as they were before
There's not much time for rest.
It's folks like you, who do the job
To keep our spirits bright,
With cards and gifts you send to us,
The ones we get at night.
So for these deeds, I wish to say
In these few words to you . . .
I'm proud of the Spirit of the folks today,
And again I say, We thank you.

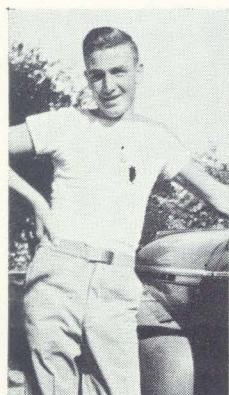
Sgt. Maynard C. Pierce



A Day's Work Under the Finger Nails . . . Many precision aircraft instrument parts are so tiny that, literally a craftsman can hold an entire day's work under his fingernails. Shown here are more than 140 parts that go into a Rate of Climb Indicator at the Philadelphia Division of Bendix Aviation Corporation, world's largest aircraft instrument plant. Put together, they spell a word that's on everybody's tongue. Look closely and you'll see it in the picture.



We can always depend on some earnest gardener turning up with a hardy specimen of summer produce months after the customary season for it. Here we have a sample of luscious strawberries, picked October 3rd, from the garden of Ben Roe (53-61). Next time bring a duplicate set, Ben. Apparently the photographer ate these . . . at least they never came back from being "shot."



PVT. SYLVAN KELLEY, until recently a familiar figure around the Packing Bench, now holds forth at the U. S. Marine Corps Air Station at Cherry Point, North Carolina.

Dielectric News

Bertha Finch — 23-861 — has been transferred to the Lewis Building. Mary Marriott — 23-1612 — is taking her place in the Inspection Crib.

After spending two months in California with her husband, Dorothy Townsend is back working in Coil Inspection.

Jean McGinnis, former Scintilla employee, was transferred to Auburn Spark Plug plant some time ago. Jean was a recent visitor in Dielectric Inspection.

P.F.C. Tommy Cox of Gunter Field, Alabama visited the plant recently.

Beatrice Brown is back with us. Since last February she had been with her husband, Pvt. Stanley Brown, who was stationed in Tennessee. Pvt. Brown, a former Scintilla employee, is now overseas.

Congratulations, Owosso!

For production performance in the volume output of aircraft carburetors, the Owosso (Mich.) Division of Bendix Aviation Corporation was formally awarded the Army-Navy "E" on September 30.

The Owosso Division is one of four mid-west Bendix plants mass-producing Stromberg Injection Carburetors, vital member of the "Invisible Crew" designed to meet the fuel-equipment needs of Allied military aviation in all climates, and at all battlefronts in this global war.

Norwich Notes

Since the opening of the branch office in Norwich, many changes have taken place.

The Sales Department is fortunate in having three new members on their staff—Kay Williams, formerly in Department 37, Cleora May, and Marie Sturges.

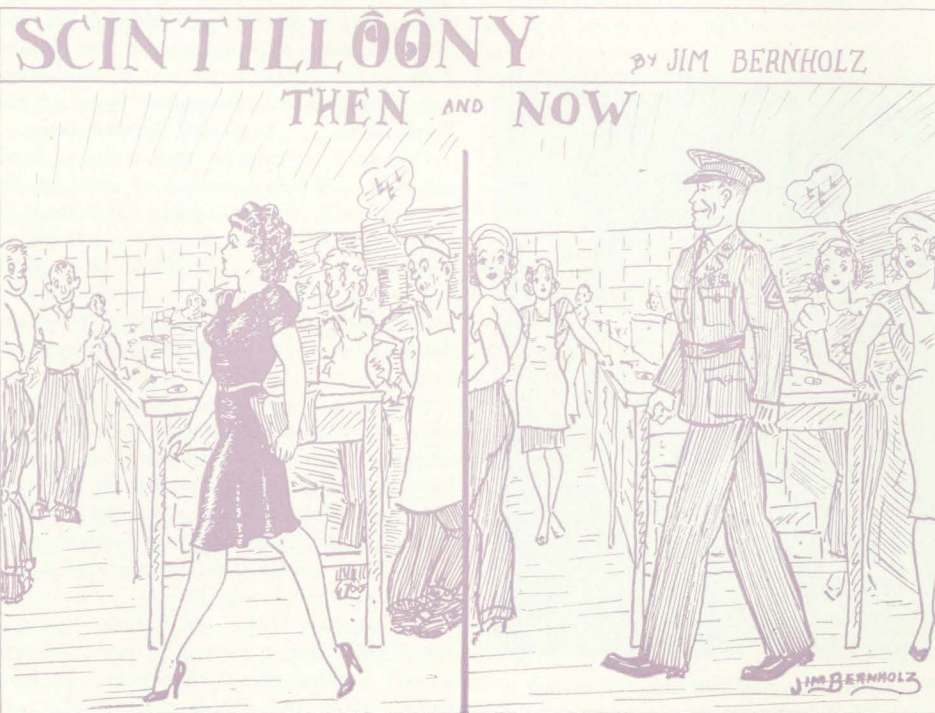
The Army Office lost its Chief Inspector, Bob Wise, and also "Mac" McKenna and Bob Hermann. "Pop" Hadley has taken over Bob's position and has two new inspectors, Tommy Martin and Adeline Philip.

Our congratulations to Mrs. Chauncey Gibbon, formerly Helen Miller, on her recent marriage. Her co-workers presented her with a very beautiful comforter. Best of luck, Helen and Chauncey.

Welcome back again Robert Wharton who will be in charge, as "Bill" Masterson has been called back to Sidney to assist Mr. Thomas Hann.

Misses Millie Murray and Mert Rutan are leaving us high and dry for the shores of Lake Erie (Buffalo).

Misses Alyse McCann, Ida Silliman and Rosie Lindquist are "busing" for the prairies of Texas where they will be employed in defense work.

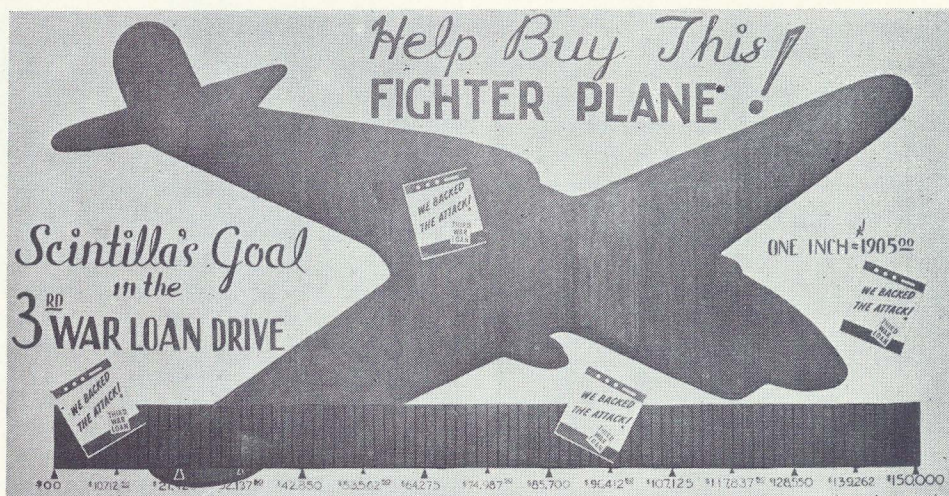


THIRD WAR LOAN DRIVE GOES OVER THE TOP

With a Fighter Plane (\$150,000) as our goal in the 3rd War Loan Drive, Scintilla employees wound up the campaign with over \$153,000 in actual cash laid on the line for War Bond purchases. This amount has a maturity value in excess of \$200,000. In addition, weekly payroll deduction increases in the amount of about \$4,500 (actual cash value) were pledged by employees.

As was mentioned during the campaign, Washington has granted permission for us to name the plane "Scintilla Employees." Considerable time will be required for all details to be completed, but we expect, eventually, to have a photograph of the plane. Watch for it in the "Scintillator."

The Committee extends a vote of thanks to all who lent their services to making the campaign a success. And to all of us who dug down to "Back the Attack," three rousing cheers for ourselves. We dood it again!



View of one of the several score boards mounted near plant entrances to keep employees informed of progress in the 3rd War Loan Drive. Corresponding portions of plane were painted in as various stages were reached in the drive. Goal for Scintilla employees was a Fighter Plane . . . \$150,000 cash value. Figure was surpassed by several thousand dollars. Plane silhouette shown above is completely painted in, showing quota was met.

Production Chain (continued from page 9)

Of interest is the fact that the Lathe is claimed to be one of the oldest machines. Insofar as is known, it was first developed by Theodor of Samos, in 740 B. C. It was first used for turning vases and other clay vessels. Following this came the foot lathe, the engine lathe, and so on up to the big, modern Turret Lathe. Indeed, the Lathe is well named "The Father of Machinery."

With the Lathe Department's success in handling odd and specialty lots of lathe work came the idea that a Sundry Department would serve equally well for completing work that had no real home in the Production Departments. As a result of this trend of thought, Department 34 came into existence. It began with a few milling machines. Soon added were Engine Lathes and Drill Presses, plus other machinery necessary to complete any kind of operation on any part.

Department 34 is unique by comparison with other departments in Scintilla. Most departments are set up to do a specific job and cannot easily be changed over to a different type of work . . . 34's strong forte is its flexibility. It has both universal machines and production machines. Either production parts or tools and fixtures can be turned out in quantities. Thus far, 34's function has been valuable as a department where both jobs could be combined.

When elimination of red tape is vital, and lack of time necessitates layout, tooling, and machining in one place, Department 34 has the ideal equipment for that job. Small orders for 5 or 10 spare parts, for example, might throw a production line's schedule out of gear . . . but it can be handled easily in 34 because the members of that department are versatile in their knowledge and handling of

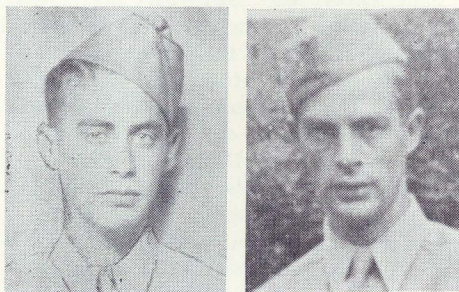
machines adaptable to a variety of machining operations.

The acute need of this department as visualized by Mr. Carl Kuebler, now Factory Superintendent, has been proven by its rapid expansion. In three years it has grown from 6 machines to 60, probably expanding faster than any other department in the Scintilla organization.

To a very large degree, the success of Departments 17 and 34 goes back to the number of old-timers within their ranks. The general feeling is that the seasoned veterans in these departments are imparting to the newcomers a share of their knowledge, together with a sense of responsibility and willingness to get the job done. They want no delay in getting the finished product to the front lines, to their boys and ours.

For a concluding thought, we pass along this comment that was submitted with other data for this article:

"A chain is as strong as its weakest link. Let's forge our chain at Scintilla so strong that it cannot, and will not, be broken."



Fighting representatives of a family that's gone "all out" for victory are PFC Walter E. Lee (39-30), left, and Cpl. Wilfred M. Lee (53-18). Walter is in the Ordnance Division of the Army Air Forces and is stationed at a gunnery school in Texas. Wilfred is with an Engineers Division and is stationed in the state of Washington. Their father, John W. Lee works in our Experimental Department, and Gladys B. Lee is employed in Inspection. One sister, Gertrude, is employed in the cafeteria, while a second sister, Delcie Lee Vandermark, works on Line 63. Mrs. Vandermark's husband, Millard, also was a Scintilla employee prior to his entering the Armed Forces last April.



THIS PHOTO of Ensign Wilfred Cope, formerly 7-61, was taken on his recent visit to the Scintilla.



A/C HARRY S. HURLBURT, formerly of Line 59, is now stationed at Santa Ana, California.

Sergeant Martin Finds Good Hunting Over Italy



Staff Sergeant William D. Martin, of Maple St., Oneonta, N. Y., and a former employee of Dept. 15, was awarded the "Air Medal" and two Oak Leaf Clusters for knocking a Nazi plane out of the sky in a raid over Italy.

Martin, a tail gunner on a B-17 of the North African Strategic Air Force was the first member of his crew to bag a German plane. His description of the raid was sent in a letter to his mother at Oneonta.

"Our target was to be a difficult and important one. Later we learned why, because the invasion of Italy was coming. We were told to look for plenty of fighters and flak. We got plenty of both, more than I want to see again.

"The bombs had been dropped and we were dogging around like a fighter. Suddenly the ball turret gunner called over the interphone that the fighters were coming in at our tail. I spotted them about the same time, seven of them I counted, all diving at once. They were the dreaded Me 109, members of Goering's crack yellownose outfit. They were coming fast and

all of us started firing. We could see their tracers whizzing by as they rushed us. The telling of the tale is much longer than the attack. As they dropped below the ship level they were easy targets for the ball turret. I was hammering away at them when, with a groan, the ball gunner said 'Bill, fire faster—my guns are jammed.' One the Me's must have sensed something was wrong, although empty barrels were pointing at him as if he was shooting. I let longer bursts trail out and suddenly the enemy plane lurched, burst into flames and plummeted to the earth. It was a thrilling moment for me, when the crew started chattering on the interphones, shouting words of encouragement. Yes, we got more attacks but they stayed a good distance away after seeing the lead ship crash.

"They left a few marks on us, however. We had a number of holes in our ship. Our bombardier had been hit on the head but miraculously was just knocked out. Later he was awarded the Purple Heart. Yes, it was a great moment for me."

Young Martin entered the army September 4, 1942, going overseas in June of this year. Before entering the service he was employed in Dept. 15.

Bill, as he is known to his many friends here, is a brother of Helen Cornell 23-974, an inspector in Dept. 15.

Sparks from Engineering

It's a daughter at the J. M. Kozlowski's (Engineering Standards). Born on Monday, September 13, and named Karen Marie. Is she a Miss America, Joe?

Not to be outdone, the V. J. Verzaro's (Engineering) announce a daughter, Marcia Adrienne, born on Wednesday, September 15. Who does she look like, Vince?

The Walter J. Ward's (Engineering Standards) announce a boy, Walter Dennis, born Friday, September 17. What happened to that girl you were looking for, Wally?

A/C Kerwin Jacobs, formerly of Engineering Lab., dropped in recently to renew old acquaintances. Curly sure looked good, and

reports that he is in his final phase of training. Lots of luck, Curly . . . we're for you.

The Giltner Knudson's (Engineering) announce the birth of a son, Leigh John, born on Friday, September 24. That's keeping the ball rolling, Gil. Engineering sure is setting some sort of record. That's 14 or 15 since the first of January. And that isn't all. Gil announces that his dog, a Chesapeake Bay Retriever, presented him with 11 puppies.

The Engineers Club held their annual Fall dance at Major's Inn in Gilbertsville recently. Everyone reported having a good time.

It is with great regret that Juanita Callen is leaving Research Department. Her excellent work, as well as her sunny disposition, will be missed by her co-workers.



"Scintillators" for the armed forces! We thought perhaps all of you fighting men and women from Scintilla would like to see what the pile of Scintillators looks like each month when it's ready for mailing to the four corners of the earth . . . to cheer up a lot of our former fellow workers. Almost hidden by the pile is Elizabeth Spencer, who says she's glad to go to all that trouble if it helps to keep 'em smiling!



MISS HELEN JUANITA GILLIAM, of Department 39, and Cpl. Edgar F. Hamm were married September 6, at the High Street Methodist Church, Binghamton. Mrs. Hamm returned to her post as a Floor Inspector in Department 39 following a week's honeymoon. Co-riders on the Morris-Gilbertsville bus gave her a party at Major's Inn on September 25 to celebrate her return and to extend their best wishes. Cpl. Hamm is stationed at Camp Stewart, Georgia.

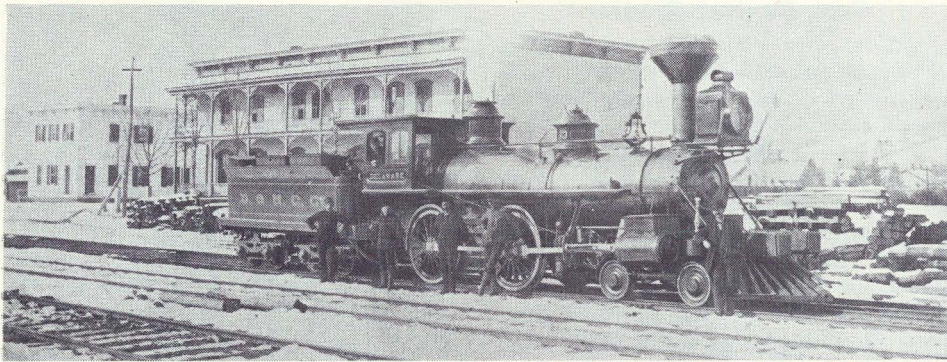
Navy Grumman "Hellcat" Goes Into Action

The Navy has "unveiled" its newest combat plane. Product of lessons learned in the Pacific war, the Grumman "Hellcat" fighter went into action for the first time in the Naval task force raid on Jap-held Marcus Island on September 1.

In a sense, the "Hellcat" is the Naval Aviator's own airplane, inasmuch as it incorporates the combined experience of Navy fliers gained in the Pacific war. After the Japanese assault on Pearl Harbor, the Navy's pilots were faced with the necessity of fighting the superior Japanese air strength with what they had, namely the Grumman "Wildcat." The vaunted Jap Zero held the advantage of climb and maneuverability. The "Wildcat," however, had heavier firepower, was better armored and had leakproof gas tanks.

Utilizing the advantages they had, Navy fliers developed tactics which have permitted them to build up a solid five-to-one victory ratio over the Jap. Nevertheless, they wanted and needed a bigger, faster, harder-hitting plane. As Lieutenant Commander Edward H. (Butch) O'Hare, USN, hero of the Coral Sea battle, put it when President Roosevelt after presenting him with the Congressional Medal of Honor, asked what kind of fighter plane was needed to beat the Jap: "Something that will go upstairs faster."

The "Hellcat" inherits all of the good qualities of its predecessor, the "Wildcat," and adds many more — increased range, speed, climb, maneuverability and altitude capacity.



To a majority of Scintillites, this photo will be merely a curiosity. But to a few it will bring back fond memories of "the days that wuz." *Jim Belden* (16-12) prizes it because the man standing by the cow-catcher was his father, the D & H yardmaster at Sidney when the photo was made . . . about 60 years ago. Locomotive was used as a switch engine. Large building in the background was the Loneragan Hotel, located at the corner of Grand Street, which then was Sidney's main business section.

Captain van da Linda Becomes AAF Resident Representative

On October 11th Captain L. B. van da Linda became Army Air Forces Resident Representative at Scintilla, replacing Captain E. B. Sundberg who had been with us since last January.

Captain van da Linda, prior to assuming his duties at Scintilla, was AAF Resident Representative at the General Railway Signal Company in Rochester, New York. We extend our warmest welcome to Captain van da Linda. Likewise we take this opportunity to wish Captain Sundberg much success in his new assignment at Rochester, where he will act as officer in charge of the General Railway Signal Company.



We know his many friends will be glad to see this "snap" of *Tom Egnaczak*, formerly of Final Magneto Inspection. Unfortunately, the print was not very clear, but we think you'll recognize *Tommy*, though. He is now overseas.



Now at Camp Polk, La., is *PFC Robert R. Norwood*, who was employed in Department 34 prior to his entrance into the Armed Forces.

Packing Bench

Many tears were shed when *Larry O'Brien* left the P. B. recently. He was presented with a purse of money as a farewell gift.

T/Sgt. *Ronald O'Connor*, a former Scintilla employee, visited his mother, *Mrs. Mary O'Connor*, recently.

Mrs. Clistia Hawley spent Monday with Captain *Hawley* at *Utica*.

The P. B. is going through one of its usual moving sprees.

Miss Beulah Guerin has left us to be with her family in *Rochester*.

Virginia Henderson has returned to work at *Scintilla*.

Nellie Place is spending the winter in *Sidney*.

Laura Wells, *Jennie Anderson*, and *Wilber Caulkins* have been added to the P. B.

Saturday, October 16, *Marjorie Forsythe*, *Hazel Pomeroy*, and *Evelyn Archer* attended the wedding of *Miss Jean McClelland*, and *George Sands*, both former P. B. employees.

Department 80 News

In view of Mr. H. M. Baker's new duties, the expeditors of Dept. 80 honored him with a banquet at the Hotel DeCumber Thursday night, October 7. Sixty-five very happy guests attended. Following the banquet dancing was enjoyed by all. Mr. Baker was presented with a present of two war bonds. Robert Yarter was master of ceremonies and had a tough time carrying on . . . and so did M. Ketchum, trying to climb the center pole, as Ed Crowley conducted the orchestra. Mrs. M. Craig was pleasantly surprised by her Army husband's arrival. Mr. Maloney gave quite a dance as J. McAdam sang an old Scotch song.

Some of those present were Mr. and Mrs. B. M. Rooke, Mr. and Mrs. G. N. Gray, Mr. and Mrs. O. Haire, Mr. and Mrs. R. Boggs, Mr. and Mrs. R. Benedict, Mr. Steve J. Egnaczak, Mr. Paul Hotaling, Mr. R. Snedaker, Mr. and Mrs. T. Marden, and just about all of Dept. 80.



The above cartoon is *Stan Morack's* impression of himself at *Sampson*, New York, where he is in training at the Naval Training Station. He is working for either a Gunner's or Machinist's rating. He was formerly employed as a Foot Press operator on Line 57.

The SCINTILLATOR

Vol. 2, No. 4

October, 1943

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ASSOCIATE EDITORS:

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Bruce McGregor

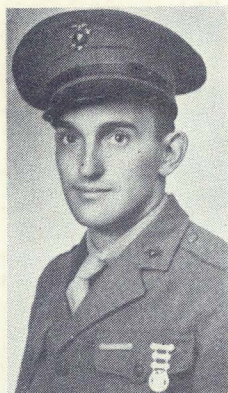
Contributors:

The employees of the
Scintilla Magneto Division

PRINTED IN U. S. A.

Emergency Exit Directions Installed

Large arrows labeled "Emergency Exit" are now suspended at strategic points over traffic lanes in the plant, so that all employees may become aware of the emergency exit nearest them. These arrows will automatically direct employees to the different exits, thereby avoiding a great deal of confusion and congestion in case of air raids and other plant emergencies.



PFC GLENN HOYT, now studying to become an Aviation Machinist Mate in the Marines, was formerly employed on Line 42. He is stationed at the U. S. Naval Air Station, Jacksonville, Florida.

I wish to take this opportunity to thank all those who sent cards, candy, or who called. Also Club 23 for the beautiful roses sent to the hospital. They were all appreciated more than words can express.

Clifford Satterlee

I wish to take this opportunity of thanking the friends of my late husband, of Department 67, for their thoughtfulness and kind expressions of sympathy during my recent bereavement.

Mrs. W. S. Tapley
Bangor, Maine

Cost Control Chatter

Margaret Waterman and Fred Langdon have passed out of the Cost Control Family. They carry with them the best wishes of the gang in their new endeavors. Margaret goes to Wilmington where we hear "Men are Men!" while Fred will seek fame and fortune in the once bright lights of New York.

The rehearsal for winter cold snap during the latter part of September brought plenty of trouble to Cost Control. Nancy D'Imperio and Norma Utter were confined to their homes while several others put an 80 effort on the Kleenex.

Lefty Mauro was the victim of a painful back injury which kept him home for a week. We understand Lefty pitched one high inside to the gas stove and ended up in the kitchen sink.

Cost Control is proud of its record on the 3rd Bond Drive. We reached \$3075. A figure far beyond our fondest expectations.

After a lengthy exchange of insults the "Bowlers" employed in the Standard Data Division of Cost Control raised enough courage to accept the challenge of the "Bowlers" of the Time Study Division. Needless to say, Time Study is still undefeated. The sterling efforts of Ed Kleiner and Lefty Mauro were insufficient to rally Jerry Alt's courageous crew in the face of the Pin Spillers from the far end of the building.

After a hard fought match, Time Study emerged a victor by a total of 66 pins, which in their opinion was not enough while Standard Data feel "They was Robbed" and another match is in the offing.

Without bowling a ball, Stu Currie won high honors. He picked the lucky number of pins and took the pool thereby again proving that "if you follow Currie, you never worry."

Dept. 93 Gun Club

The girls in Dept. 93 Gun Club recently gave two farewell dinners at the Cafeteria for girls who were leaving. The tables were prettily decorated with table favors and flowers. The delicious chicken dinner was enjoyed by all present.

The girls who have left our Department are Elsie Kenrick, Agnes Palmer, Alice Brown, Pauline Hall, Dorothy Lewis and Lillian Stocker. The rest of the "gang" surely miss them all.

We have several new girls who have joined the Gun Club group. They are Ruth Sibley, Iona Bilyea, Florence Smith, Anna Senca-vich, Audrey Law, Mary Ann Cope, Frances Nichols, Beatrice Morenus, Gene McLaughlin, and Kathleen Lurenz. We all welcome you, girls, to our group.

Marie Froehlich and Marion Comings are two recent brides. "Congratulations," girls.

Helen Sweeney, Ruth Davidson, Mr. Chestney, and Mr. Lukenbacker just recently returned from their vacations.

How was Texas, "Lukie"? Did you enjoy the warm temperature?

Luva Lewis expects to leave for her vacation soon, for an enjoyable week in New York. Here's hoping you have a swell time, Luva.

Rumors are circulating that we have a



PFC THOMAS M. COX, formerly 23-290 at Scintilla, and now stationed with the Army Air Forces in Alabama, glances up as he climbs the stairs to a control tower (we think that's where he was going when picture was snapped).

new bride amongst us. How about it, Evvie? Gibb can't find out.

Thelma Townsend has left our group to stay at home for a while.

We girls recently gave a stork shower at the home of Mildred Bryant for Anne Green, who is leaving soon. The tables were very prettily decorated in pink and blue, with miniature bassinets for table favors and a lovely bouquet of flowers.

Margaret McLaughlin visited her husband, at Sampson Naval Base, over the week-end recently.



Barter Column

FOR SALE: Extra Machinery Hand Book (\$5.00), micrometers and vernier. H. Hartwell, 49-54.

FOR SALE: Thoroughbred bay gelding, 5 years old, gaited, broken for saddle or harness. Mrs. Harold Sherman. Telephone Unadilla 2761.

FOR SALE: Four-weeks old pigs. Inquire of 40-40, Line 60, 7-3 Shift. Or address T. Lord, Nineveh, R. D. Phone, Afton 2471.

WILL SWAP: 50 rounds of .32 calibre, center-fire, long Colt Revolver shells for 50 shorts of same calibre. Art Verry, 2-26 (Ext. 438). Or 247 Bird Ave., Sidney.

FOR SALE: To settle an estate . . . 12-room house and 20 acres of land in the center of Guilford. Electricity, bath, steam heat, hardwood floors and finish. See M. Winsor (91-17), Second Shift.

WANTED TO RENT: Table model radio. See Louise Franklin (75-35) Personnel Department. Phone Ext. 431.

WANTED TO BUY: Player Piano. See Louesa Sherman (5-35).

WANTED TO BUY: Model "A" Ford in good condition. Also guns, ammunition, old coins & Indian Head pennies. 37-41, 7:00 to 6:00 Shift, Line 62.

WANTED TO BUY: Watches and clocks, any condition or make. Also parts for repair use. 63-125, First shift.