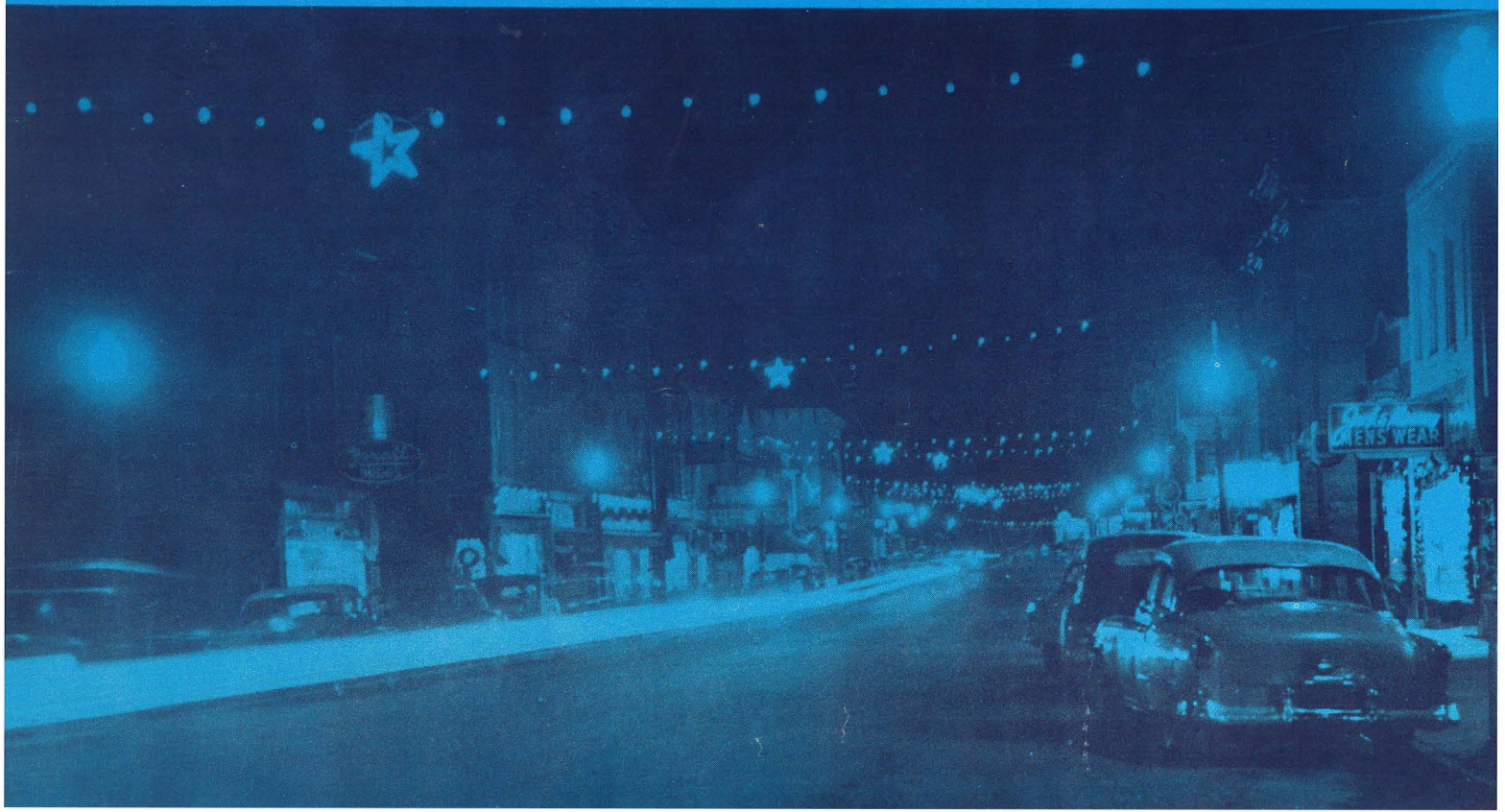
The Scintillator

December, 1954



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OF
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SIDNEY, NEW YORK
G. E. STEINER, GENERAL MANAGER

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BENDIX AVIATION CORPORATION
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and Group Executive
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Vol. XIII December, 1954 No. 6

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BEHIND THE COVER

The symbolism of light and Christmas is the same wherever free men live.

Look at the lights of a town from a distant hilltop, or capture the glow of Christmas lights on Main Street. You have probably done this many times. And haven't you thought—as we, too, have so often thought—that nowhere in the world are there lights as free and unwavering as those which shine in America.

This thought is particularly comforting at Christmastime, when there is so much darkness in some parts of the world. It is as if the lights of America are a shining symbol of the way we live—free and unafraid of the future.

There is something warm about lights in the night. And wherever we go, no matter how far, it is a good feeling to look down from a high hill and see thousands of home lights floating like beacons of welcome in the sea of night.

The lights on our cover, of course, are those of Sidney's Main Street. But they could just as well be the lights of anyone's hometown anywhere. The symbolism of light and Christmas is the same wherever you go.

COLUMN O' TYPE

THE wonder of Christmas is everlasting. It lights a fire of quiet inspiration and warms the hearts of people everywhere. There is even a quality of magic in its eternal joy, for Christmas brings people closer together. It knits relatives into a family circle and blends acquaintances into lasting friendships. Christmas shines brightest in the eyes of small children, but there is a warm glow even in the eyes of those who have seen hope fade and shatter in the tiny bits of broken dreams. Christmas renews hope, and this is good—for when people believe in Christmas, they can believe in themselves and each other. On behalf of the staff, the editor wishes to extend best wishes for a Merry Christmas and a Happy New Year to The Management, fellow employees, and our readers everywhere.

Scintilla's Plant Protection Force has been having trouble with Sidney's wildlife again. This time it was a raccoon, a "masked invader" who wandered into Payroll during the late hours of the second shift one evening last month. Two of the guards finally coaxed the coon into a box and released it outside the gate.

Your editor lives in a world of books, and every once in a while he comes across one that is too good to keep to himself. HUGH ROY CULLEN . . . A STORY OF AMERICAN OPPORTUNITY is such a book. Written by Ed Kilman and Theon Wright, the authors have traced the career of the "King of the Wildcatters" as he progressed from a typical small town boyhood to a position of uncountable wealth. They recount his unwavering faith in the future of America and describe the unceasing toil that eventually led to world-wide renown. For more than 30 years Cullen has been pumping money out of the earth, in the form of oil, and pouring it forth again in a flood of philanthropy such as the world has rarely seen.. The book has just been published by Prentice-Hall, and we found it to be fascinating reading.

We don't think anyone at Scintilla escaped feeling the mood of those impressive two minutes of silence on Veterans Day. As the solemn sound of Taps filled the plant, you could hear a pin drop in the silence that followed. Capt. Harry Dickinson, chief of Plant Protection, was the man who softly played the bugle over the PA that day.

DON'T LET AN ACCIDENT COUNT YOU OUT

Keep the Green Lights Burning

Announcement was made this week of the entry of four Scintilla groups in the 30th Annual State-Wide Accident Prevention Campaign. Sponsored by Associated Industries of New York State, the 13-week campaign will start January 2, 1955.

As in the past, the plant will also be entered in the campaign as a whole. Entry of separate groups by Scintilla is being done this year for the first time. This will provide each group with a better opportunity of obtaining a 100% accident prevention record.

In conjunction with the State campaign, an inter-departmental contest will be run at the same time. The details of the Scintilla contest will be announced on plant bulletin boards sometime this month. For the purpose of the inter-departmental competition, the groups will remain the same.

NOTE: Throughout the 13-week accident prevention campaign green lights will be kept burning in all Scintilla departments. Only when a lost-time accident occurs will the green bulb be replaced with a red one. Help keep the green light of safety burning in your department. WORK SAFELY!

The object of both the State and plant campaigns is to reduce lost time accidents. The Safety Office has issued a statement urging all employees to work hard at accident prevention in an effort to better Scintilla's record last year. During last year's campaign, more than a million man hours were worked without a single lost time accident. This record can be duplicated and even improved in 1955.

Group 1, consisting of 764 employees, includes Administrative, Purchasing and Subcontracting, Production Layout, Production Planning and Control, Tool Engineering and Design, Mold Design, Cost Control, Accounting, Office Services, Payroll, Time Clerks, Sales, Service, Engineering, Industrial Relations, Medical, Tabulating, and Quality Control.

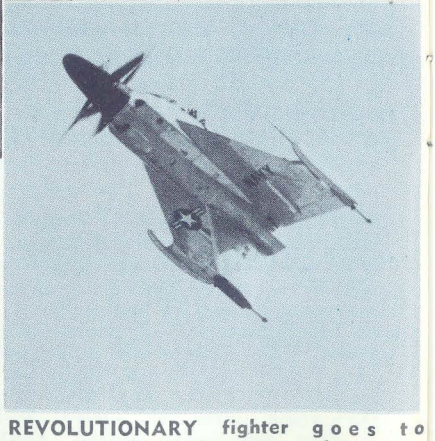
Group 2, consisting of 820 employees, includes Stores, Tool Cribs, Truckers and Sweepers, Plant Protection, Boiler Room, Receiving, Shipping and Traffic, Chauffeurs and Truckers, Stock S, and Inspection.

Group 3, consisting of 774 em-

Continued on Page 19

CONVAIR'S XFY-1 Navy fighter takes off straight up from the Brown Naval Auxiliary Air Station runway near San Diego, Calif. The "Pogo's" only landing gear is the four casters set into the tips of delta wing and fins; has our jet ignition.

Revolutionary new plane combines advantages of helicopter and fighter



REVOLUTIONARY fighter goes to horizontal flight in a graceful curve.

Navy's New Vertical Fighter Has Scintilla's Jet Ignition

THE world's first successful vertical take-off fighter — the Convair XFY-1 — is matching straight-up take-offs to high speed horizontal and straight-down landings in almost daily flight tests at Brown Naval Auxiliary Air Station near San Diego, Calif.

The revolutionary new Navy fighter is Scintilla equipped with our TCN-5 jet ignition systems and high tension leads.

Called the "Pogo" by the Convair men who designed and built it, the XFY-1 made its first transition to horizontal flight on November 2nd.

Convair Engineering Test Pilot J. F. "Skeets" Coleman lifted the plane only a few feet of its 50-foot square of concrete before arcing it smoothly into horizontal flight. The plane was level before it had reached an altitude of 200 feet.

After 20 minutes in the air, Coleman brought the plane in at less than 50 feet and gracefully nosed it up until it was hanging above the runway on its contra-rotating propellers. Then he backed down to a feather-light landing on the same 50-foot square of concrete.

Two days later he duplicated the flight for Navy officials and the press. "There's nothing like it," Coleman said. "It's the smoothest airplane I ever flew. It handles like a dream."

Behind the November 2nd flight were more than four years of intensive engineering and development work at the San Diego plant of Convair

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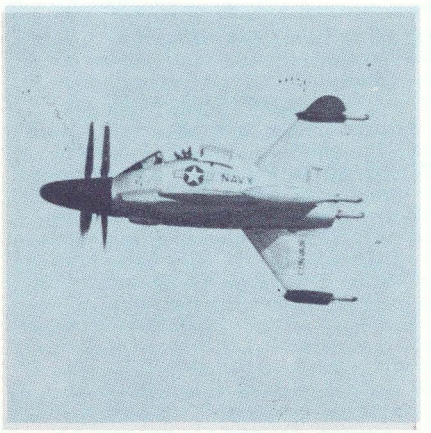
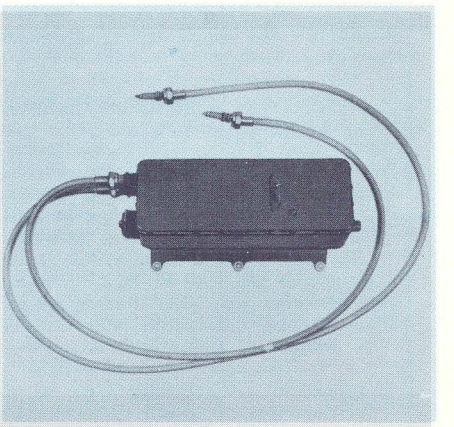


NEW PLANE, now in horizontal flight, can reach speed of more than 500 mph.



SCINTILLA'S TCN-5 jet ignition system is used on Convair's new "Pogo."

Vertical Fighter

Division of General Dynamics Corporation. Convair won the Navy design competition in March 1951 to design and build a plane that could take off vertically from the fantail of a Navy cargo ship, fly a fighter mission at more than 500 miles an hour and then back down to a pinpoint landing on its home ship.

Convair engineers, headed on the VTO (vertical take-off) project by C. B. Carroll, designed the XFY-1 as a plane that would sit on its tail before take-off, supported by caster-like wheels at the tips of its delta wing and upper and lower fins.

To make "taxi" tests, Convair engineered a tethering rig for a 190-foot high airship hangar at Moffett Naval Air Station, Calif. The XFY-1 made more than 280 vertical flights —mostly with the tethering rig in "free wheeling"—before the plane was rolled out for free flights on August 2nd. Eleven free liftoffs and landings, all vertical, were made at Moffett in three days.

Another 60 free vertical flights were made at Brown Field before the historic first transition on November 2nd.

The successful flights of the XFY-1 have opened up an entirely new frontier in aviation, according to R. C. Sebold, Convair vice-president for engineering.

"The Pogo has taken the advantages of the helicopter and conventional fighter and put them together in an airplane with a speed range—in the air—of zero to more than 500 miles an hour," Sebold said. "Plenty of aircraft have been built that will do one or the other, but there never before has been one that will do both!"

"The Pogo was designed as a convoy escort fighter," Sebold explained, "but already many new uses have been suggested for the design. It can be used anywhere a small piece of ground can be prepared for a base."

The XFY-1 lifts itself straight up by the "bootstrap" pull of a twin-turbine Allison YT-40-A-14 jet engine that drives a six-bladed Curtiss-Wright propeller 16 feet in diameter. The engine develops 5850 equivalent shaft horsepower, enough to support the plane by its spinning propellers alone and enough to give the XFY-1 a heretofore undreamed of change of pace.

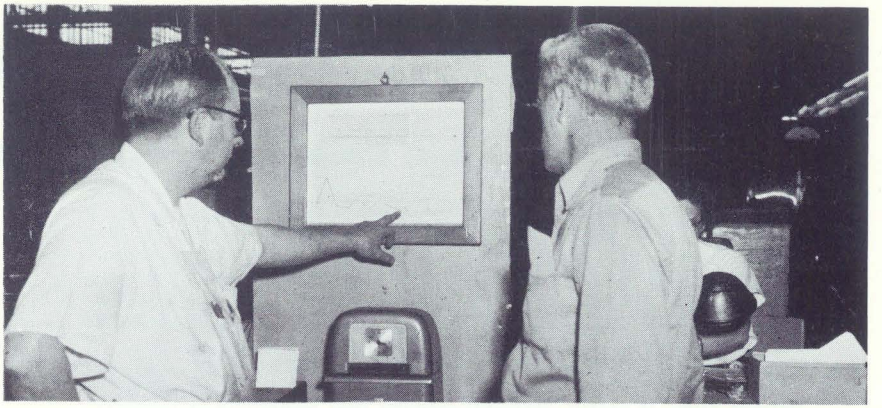
"The Pogo's maneuverability in the air is almost as remarkable as its ability to take off and land vertically," Sebold said.

EASTONETTES

T'was the night after Christmas and all through the place . . . were remnants of gifts that were opened in haste. And the stockings that hung by the chimney in care . . . were now ripped asunder and nearly threadbare. The tots—bless their souls —in their down-covered beds . . . had visions of castor oil filling their heads. While the tree that had glistened, now leaned in despair—minus most of its trimmings, limbs broken and bare . . . for the great day had ended.

Old Saint Nick had fled to his Northernmost hideout—yes, the old man had sped . . . with his journey-tired reindeer and empty old pack. His duties were finished, next year he's be back. What a day it had been, what a grand day for all! The toys and the turkey—the children's wild calls. Excitement unending, surprises galore . . . right up until bedtime, what soul could wish more? And when it was over and all were in bed, a voice seemed to whisper from the night breeze that said, "God bless and God keep you," and that was not all—for I swear that it whispered, "Merry Christmas to All."

—By Ken Easton



ART BARNES of Dept. 48 points out results of department's scrap reduction efforts to fellow employee, Don DeSilva, on weekly scrap chart giving 5-year comparison.

Good Results Reported in Plant As "Wasteland Frontier" Shrinks

The frontier of one of America's last great wastelands is steadily being pushed back. Conjure up in your mind, if you will, a vast area of mountainous wastes. No, don't reach for your atlas—the wasteland we are speaking of has no specific geographic location. It is an industrial wasteland, man-made and consisting of mountains of scrap.

There isn't an industry in the country that hasn't had to battle this problem. It is a matter of record that the annual cost of scrap to industry as a whole is stratospheric. In the intense competitive struggle for business it is one of the key figures, because scrap adds to the cost of the product. It adds to the cost of the product in several ways—principally in waste of skill and effort on the part of the operator, damaged materials that can't be used, and loss of vital time in production. No wonder, then, that industry has concentrated so much effort on the problem of scrap control.

At Scintilla the job of scrap reduction has been tackled with enthusiasm by management and employees alike. And the results, as a whole, have been very encouraging. An outstanding reduction in the dollar volume of scrap has been accomplished by the continuous efforts of all employees concerned.

Since the first of this year personnel in the various departments have been able to measure their scrap control efforts with a weekly departmental scrap chart. Tabulated from the IBM scrap report, the weekly charts show the yearly scrap average for all departments, the existing average of the particular department and averages for the past five years. The charts graphically show what is taking place in scrap control at Scintilla. Each man can follow the trend, himself, because of the five year comparison in his own department and a comparison with other departments in the plant.

Since scrap has such a vital effect on the customers we get and keep, we need to keep up the good work and push our scrap averages even lower in the months ahead. Excessive scrap can hurt us in two big ways. It can shoot our costs above those of our competitors, resulting in loss of customers, and it can cause delay in delivery time—resulting in customer complaints and possible loss of business. Continued scrap reduction should be a real incentive for everyone at Scintilla, because business means jobs.

A Plan to Stay Alive

Our Highways Can be Happy Ways... Roadways

We have a wonderful highway system in this land of ours . . . millions of miles of pavement aimed at every community in the country. You can back your car out of the driveway and reach almost any spot in America. All it takes is a bit of safe driving on your part. Our highways are like giant arteries. They are lifelines, carrying the nourishment of goods and services to places large and small—near and far.

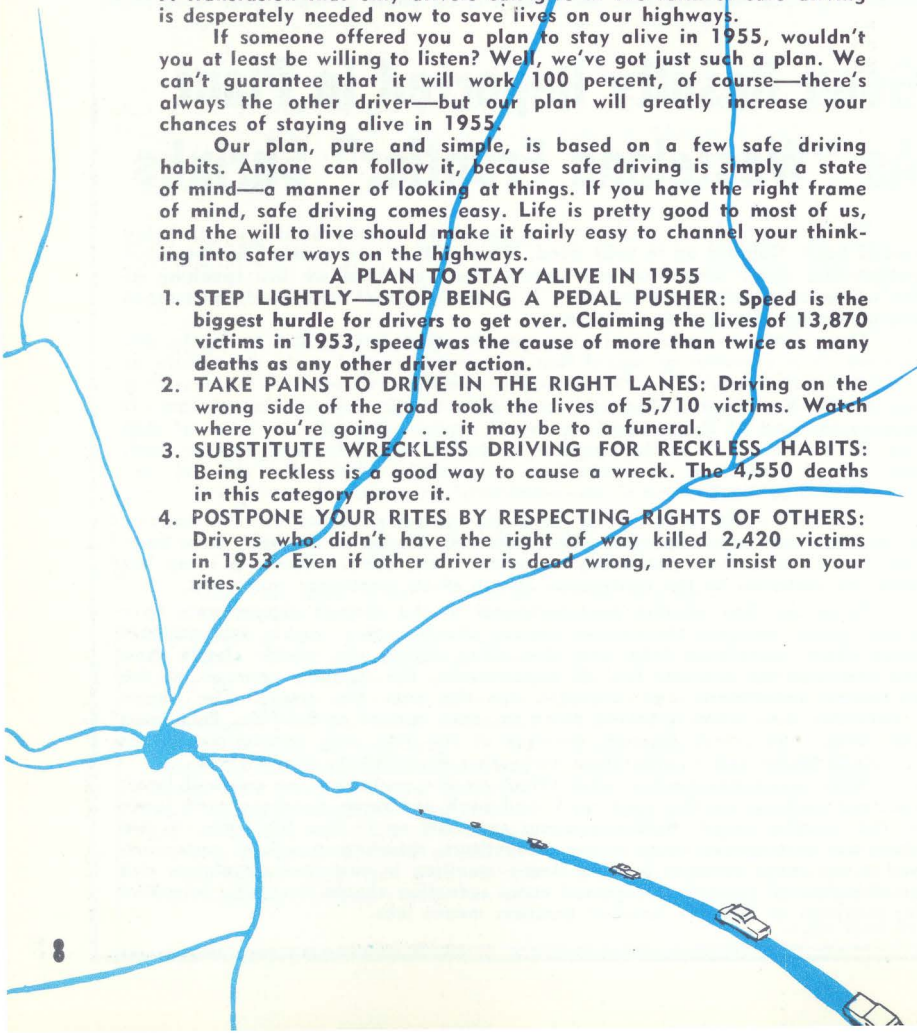
Sometimes, however, this vast network of arteries needs a transfusion. The overwhelming record of driver failures in 1953—38,500 persons killed in traffic accidents—shows that something is seriously wrong . . . not with the roads, but with the drivers who use them. A transfusion that only drivers can give in the form of safe driving is desperately needed now to save lives on our highways.

If someone offered you a plan to stay alive in 1955, wouldn't you at least be willing to listen? Well, we've got just such a plan. We can't guarantee that it will work 100 percent, of course—there's always the other driver—but our plan will greatly increase your chances of staying alive in 1955.

Our plan, pure and simple, is based on a few safe driving habits. Anyone can follow it, because safe driving is simply a state of mind—a manner of looking at things. If you have the right frame of mind, safe driving comes easy. Life is pretty good to most of us, and the will to live should make it fairly easy to channel your thinking into safer ways on the highways.

A PLAN TO STAY ALIVE IN 1955

1. STEP LIGHTLY—STOP BEING A PEDAL PUSHER: Speed is the biggest hurdle for drivers to get over. Claiming the lives of 13,870 victims in 1953, speed was the cause of more than twice as many deaths as any other driver action.
2. TAKE PAINS TO DRIVE IN THE RIGHT LANES: Driving on the wrong side of the road took the lives of 5,710 victims. Watch where you're going . . . it may be to a funeral.
3. SUBSTITUTE WRECKLESS DRIVING FOR RECKLESS HABITS: Being reckless is a good way to cause a wreck. The 4,550 deaths in this category prove it.
4. POSTPONE YOUR RITES BY RESPECTING RIGHTS OF OTHERS: Drivers who didn't have the right of way killed 2,420 victims in 1953. Even if other driver is dead wrong, never insist on your rites.

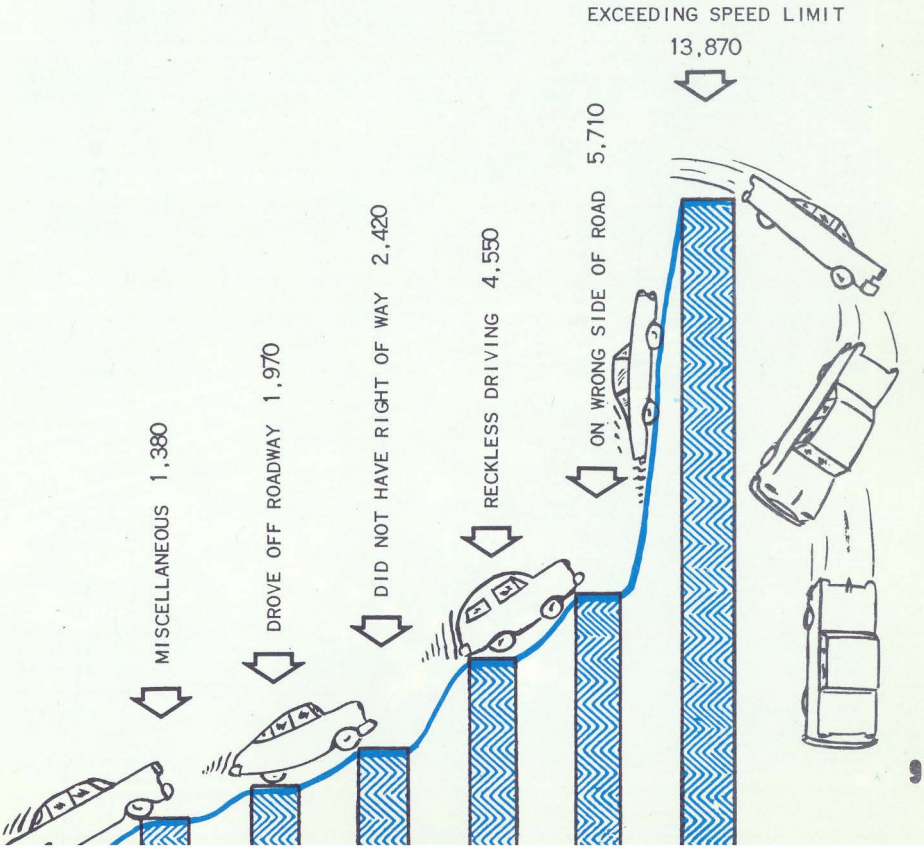


In Nineteen Fifty-five

of Pleasure and Convenience, If You Drive Safely

5. **DON'T GET HURT—STAY ALERT AT THE WHEEL: 1,970 persons were killed last year when drivers drove off the roadway. Always be alert when you're driving. Sleepy? Stop the car!**
6. **AVOID THESE OTHER TRICKS IN ROADWAY RODEO: Such other driver actions as cutting in, passing on curves and hills, passing on wrong side, failing to signal or improper signaling, and miscellaneous failings claimed the lives of several hundred other victims in 1953.**
7. **IN SHORT, DON'T BE GUILTY OF HEARSEPLAY ON THE HIGHWAY: Use common sense and be courteous to other drivers. Play the game according to the rules.**

With Christmas and New Years coming up in just a few days, now is an especially good time to start following this plan to stay alive in 1955. Both of these holidays fall on Saturday this year, and Saturday was the most dangerous day of the week in 1953. Let our highways be happy ways—roadways of pleasure and convenience. They can, you know, if you drive safely and plan to stay alive in 1955.



Christmas

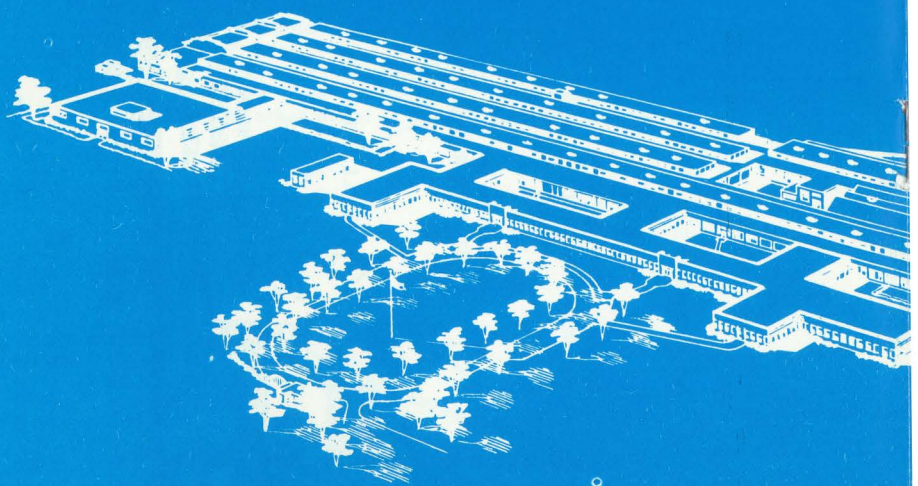
To Every Member of the Scintilla Division,
And to All Retired Employees:

For the loyal support extended by you during past years, I wish to express my gratitude

AND

I hope that each and every one of you will accept my very best wishes for a Merry Christmas and a Prosperous and Happy New Year.

General Manager



Greetings

To every member of our Bendix organization I send warmest best wishes for a happy holiday season.

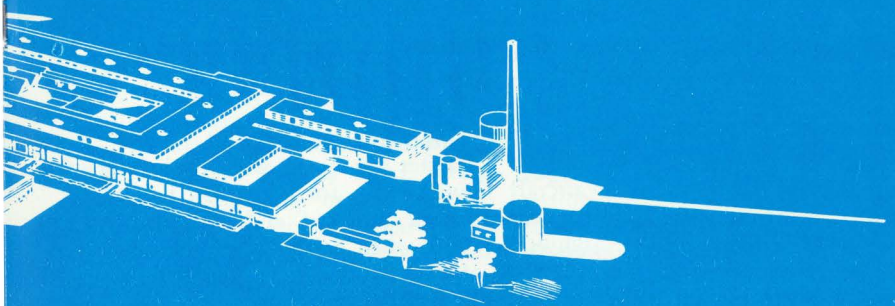
We have worked together through a year that brought us many challenges and many problems. I firmly believe that we have increased the stature of Bendix in the many fields in which it is active. As a team we have continued to pioneer in some of the most interesting areas of all American industry. Our accomplishment is the result of the skill, the loyalty and the effective work of thousands of Bendix men and women.

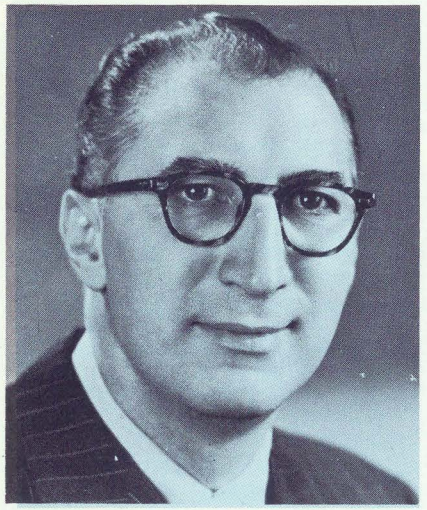
With the Christmas message of "Peace on Earth" so much in mind, I cannot help expressing the happiness I know all of us feel that peace has settled again over the world. We can only hope and pray that it will continue, and that we shall learn how to increase good-will among men, here at home and in all the corners of the world.

With thankfulness for the blessings we all have enjoyed and renewed dedication to the responsibilities we face, let's make this a real Merry Christmas and a Happy New Year.

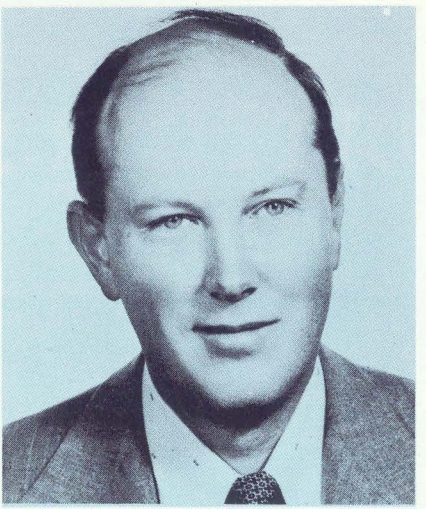
Malcolm P. Ferguson

President





MR. A. P. FONTAINE



DR. A. C. HALL

Bendix President Ferguson Names A. P. Fontaine Director of Engineering for the Corporation

The appointments of Mr. A. P. Fontaine as director of engineering and Dr. A. C. Hall as general manager of the Research Laboratories have been announced by Malcolm P. Ferguson, president of the Bendix Aviation Corporation.

Mr. Fontaine, who will also have jurisdiction over the laboratories of the corporation, will supervise an engineering program which, during the past year, expended $70,000,000 and used the services of a staff of more than 7,000 persons.

He has been associated with the aviation industry for 24 years. He is a graduate of the school of engineering of New York University. Prior to his present appointment he helped direct expanded operations in aircraft control, navigation and instrument equipment, electron tubes, ignition systems, meteorological instruments, precision electrical units and other products at six of the 24 manufacting divisions of Bendix.

Mr. Fontaine began his career as an aircraft designer for Fairchild Aircraft Corporation and moved later to Republic Aviation Corporation as a fighter plane project engineer before joining the Stinson Division of Consolidated Vultee Aircraft in 1939. There he designed the first successful military liaison-type plane and won a design competition involving 11 leading aircraft manufacturers. Liaison planes played an important role in directing artillery fire and in other air-ground tactics in World War II. He holds 12 patents for aircraft and aviation components.

Joined Bendix in 1944

After serving as assistant director of engineering for Convair, he joined Bendix in 1944 and remained until 1946, when he took over the direction of the Aeronautical Research Center of the University of Michigan. This Center, established under Mr. Fontaine, developed a unique supersonic

wind tunnel. The Center also conducted research on other important projects of a secret military nature.

In 1945 he was named vice-president and general manager of Consolidated Vultee Aircraft Corporation where he served until rejoining Bendix in 1952.

He was a member of the official U. S. group sent to the United Kingdom in 1950 for evaluation of the British guided missile effort. He was also a member of the Counter Measures Panel and Technical Evaluation Board of the Research and Development Board, Department of Defense. He is an associate fellow the Institute of Aeronautical Sciences, a member of the American Rocket Society, American Institute for Management and of the Society of Automotive Engineers.

Mr. Fontaine takes over the activities previously directed by L. A. Hyland, who resigned Nov. 19, 1954, to become vice-president and general manager of Hughes Aircraft of Culver City, Calif.

Mr. Hyland has been associated with Bendix since 1935, when he sold an interest in the Radio Research Co. to the Corporation. When Bendix Radio was formed in 1937 he became its first general manager. He later served as executive engineer for the Corporation and moved to Detroit in 1946.

Widely Known Inventor

He has been widely known as an inventor and pioneer in radio and radar communications and electronics. In 1928 he invented the shielded spark plug, the missing link to complete the shielding of engine ignition and make modern airplane communications possible. In 1950, for his radar inventions and pioneering, he received the Navy Medal for Distinguished Public Service, the highest civilian award made by the Secretary of the Navy.

Earlier this year he was given the honorary degree of doctor of engineering by the Lawrence Institute. of Technology.

"During Mr. Hyland's many years of association, he has contributed greatly to the Corporation's success," Mr. Ferguson said. "I know I speak for his many friends in the Corporation when I wish him a full measure of success and happiness in his new undertaking."

Dr. Hall studied electrical engineering at the Agricultural and Mechanical College of Texas from which he received his bachelor of science degree. Graduate work was carried on at the Massachusetts Institute of Technology from which he received the doctor of science degree. Dr. Hall joined the staff of the electrical engineering department of MIT in 1937 and served progressively in the capacities of assistant, instructor, assistant professor and associate professor until 1950.

Pioneer in Servo-mechanisms

In 1940 he helped organize the Servo-mechanisms Laboratory at MIT, set up to develop control mechanisms to meet the military needs of the second World War. Here he was instrumental in developing the science of automatic controls and his work is the basis of the design techniques now widely used in this field. He was responsible for the development of the first automatic tracking systems for radar for aircraft as well as the first tracking system for shipboard radar.

Toward the latter part of World War II, Dr. Hall directed a group in the development of the control system for the first successful naval guided missile, the BAT.

In 1946 Dr. Hall was made director of the Dynamic Analysis and Control Laboratory at MIT, which was engaged in the further development of analog computers and guided missile control systems.

Directs Development Work At Bendix

In 1950 Dr. Hall left MIT to become associate director of the Research

Continued on Page 18

MR. VOLLERT

MR. DeROCK

MR. KREUTZ

FOUR APPOINTMENTS MADE AT SCINTILLA RECENTLY

Announcement was made recently of the appointment and promotion of four Scintilla men. Thomas B. Kreutz, Dept. 94, was promoted to Assistant Director of Industrial Relations, Andrew Straka, Dept. 5, was promoted to Methods Engineer, Sr., and Walter Vollert, Dept 80, was promoted to District Application Engineer. The effective date of all three promotions was December 1. A fourth appointment was announced on November 16, when Philip DeRock of Dept. 70 was named Credit Manager.

MR. STRAKA

Mr. Kreutz has been associated with Scintilla since July 1951, when he joined the Industrial Relations Dept. He was promoted to personnel administrator on March 1, 1952. A native of Detroit, Mich., Mr. Kreutz graduated from the University of Detroit School of Law with an L.L.B. degree in 1951. During World War II he served in the U. S. Navy.

Mr. Straka first came to Scintilla in 1937 as a member of the Quality Control Dept. He left the plant in 1944, rejoining the Division in 1946 as a member of the Coil Dept. He was transferred to the Methods Dept. in 1948 as a methods engineer.

Mr. Vollert became associated with Scintilla in 1935 when he started work in the Engineering Laboratory, later transferring to the Service Dept. He was promoted to specification engineer in 1952 and transferred to the Sales Dept. as a member of the Electrical Connector Group. A graduate of R.P.I., he received his degree in electrical engineering in 1933.

Mr. DeRock, who has been associated with Scintilla approximately 18 years, came to the plant originally as a hand miller operator in the shop. He later transferred to the office, where he has handled various accounting operations since 1937. Before taking over his new assignment, Mr. DeRock was assistant to the divisional comptroller. A veteran of World War II, he returned to Scintilla in 1946 after three years of service in the Air Force.

In 1953, 8,600 pedestrians were killed in U. S. traffic accidents.

Autopilot Flight With Transistors

The first successful flight of an airplane controlled by an automatic pilot using transistors entirely instead of electron tubes has been revealed by R. P. Lansing, vice-president and group executive of the Bendix Aviation Corporation.

Military considerations banned earlier news of the flight, which took place last May 18, he said.

Mr. Lansing termed the flight "an important demonstration of the practical application of transistors in the fields of electronics and aviation."

Further flight tests with the completely "transistorized" PB-20 automatic pilot system developed by the Eclipse-Pioneer division of Bendix and installed on the division's B-25 Flying Laboratory have been continuing, Mr. Lansing said.

He also revealed that another completely transistorized automatic pilot system had been delivered to Wright Air Development Center, Wright-Patterson Air Force Base, during April of this year.

Mr. Lansing pointed out that the transistor holds tremendous advantages over the electron tube in ruggedness, as well as requiring less power and offering appreciable savings in space and weight.

R. C. WUERTH MRS. BURNS

PHILADELPHIA OFFICE HAS ONE YEAR ANNIVERSARY NEXT MONTH

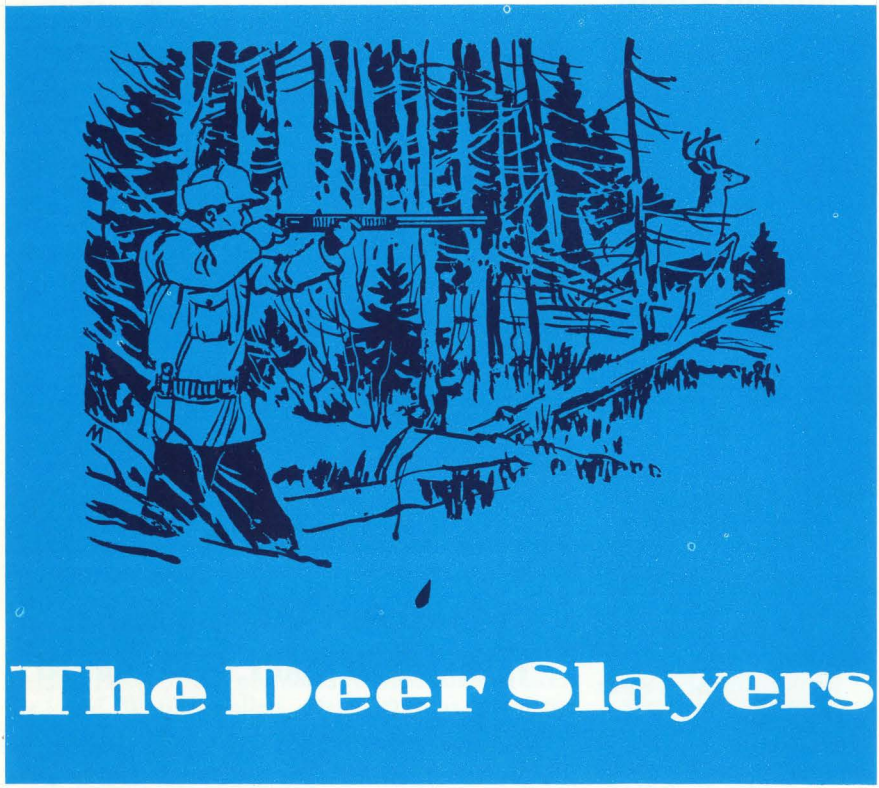
Next month will mark the first anniversary of Scintilla's Philadelphia Office, located in suburban Jenkintown, Penna.

Serving the states of Pennsylvania, New Jersey and Delaware the Philadelphia Office was opened a year ago to give greater attention to our Eastern customers. Important new connector accounts in the past year include the Radio Corporation of America, Piasecki Helicopter, and the Philco Corporation.

The Philadelphia Office is staffed by R. C. Wuerth, who is responsible for the engineering inquiries and customer contacts, and Mrs. Dorothy Burns. In addition to her stenographic work, Mrs. Burns handles the quotations and expediting.

The best Christmas gift you can give yourself is a U. S. Savings Bond. And why not give yourself Bonds the year-around by signing up for payroll savings. Just ask your departmental clerk for an authorization card.

This Christmas why not decide to take a long step forward to future security by signing up on payroll savings for the automatic purchase of U. S. Savings Bonds. It's the easiest, surest way to save. And what a wonderful feeling it is to know that each pay day you're on the way to a happier future.



The Deer Slayers

DICK CODDINGTON and Art Barnhart scored on opening morning near Afton in Chenango County, Dick bringing down the 4-pointer and Art that nice 8-pointer.

SIX POINT buck shot by Glen Dingman was also taken in Chenango County.

JIM MOORE dropped this 8-point buck with custom made .30-06 near Granton.

BROTHERS Ed and Howard Enkling, both Scintilla apprentices, got these 6-pointers near their home in Belden. THIS DOESN'T happen very often . . . Three Scintilla men and a former employee went hunting on South Hill near Guilford and came back with three deer, —6, 8, and 12-pointers. Photo shows Ernie Foree, Bob Niess, Fred Stewart, and Ellsworth Griffin.

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: Studio couch, practically brand new, $25.00. Also, small organ, $25.00. Isadore Kozlowski, Uniondale, Pa.

✦

FOR SALE: Kodak .35mm camera, coated anaston f:4.5 lens, with flash and case, $35. Christina Taylor, Franklin, N. Y. Phone 107R2.

✦

FOR SALE: Used silo. In good condition. Esther Griswold, Phone Unadilla 3662.

✦

FOR SALE: Choice building lot on Orchard St. in Sidney, 100'x125' app. All utilities. Price reasonable. Charles Braun, 8½ Orchard St., Sidney.

✦

WANTED: Channel 5 or 6 TV antenna. Norman C. Meagley, Phone Norwich 4-8716.

✦

FOR SALE: Seasoned Maple Stock 1½" and 2" diameters in 6 foot lengths. C. E. Wheeler, Phone Sidney 2451.

✦

FOR SALE: Almost new Remington 28 ga. featherweight shotgun and shells, $75.00. Ed Dolne, 58½ Mitchell St., Norwich. Phone Norwich 4-3920.

✦

FOR SALE: 1953 Pontiac Catalina hardtop convertible. Accessories include Hydramatic, power steering, radio, heater, among others. 17,000 miles. Phone Sidney 5982.

✦

FOR SALE: Combination wire recorder and record player. Records from radio, records, meetings, etc. May also be used as a P.A. system. Plenty of extra wire. $65.00. John Straka, Phone Bainbridge 4564.

✦

FOR SALE: One pair of 600x16 tire chains, never used. George Sprague, Phone Sidney 3228.

FOR SALE: Man's camel hair overcoat, size 40, long, $10.00. Phone Sidney 8413 evenings or weekends.

✦

FOR SALE: 1938 Packard 8. Good tires (6), new battery, plugs, muffler and coil. Engine needs work. No realistic offer refused. Will sell piecemeal. Emil Hunecke, Phone Franklin 22R2.

✦

FOR SALE: Lady's gray fur jacket, size 12, $10.00. Phone Sidney 8413 evenings or weekends.

✦

FOR SALE: Enamel 4-burner gas stove. Large pot type oil burner, studio couch and baby crib. Gordon Strain, 3 Martin Brook Street (upstairs), Unadilla.

✦

FOR SALE: Projection screen, Daylight Challenger, size 40"x40". E. M. VanName, Phone Sidney 5901.

✦

FOR SALE: Westinghouse electric range, 4 burners. In good condition. Cora Greene, 33 Smith St., Sidney.

✦

FOR SALE: Silvertone table model record player and radio. In first class condition. $25.00. S. Orissa Jewett, Phone Sidney 6022 after 5:30 p. m.

Dr. A. C. Hall from Page 13

Laboratories of the Bendix Aviation Corporation. In 1952 he became technical director of that laboratory. Since he has been at Bendix, Dr. Hall has directed development work in guidance systems for missiles, development of hydraulic control components, development of digital and analog computers, the development of automatically controlled machine tools, and the development of special instruments for process controls.

In 1946 he received the Naval Ordnance Development Award for his work in guided missiles and in 1947 received honorable mention in the Eta Kappa Nu "Outstanding Young Electrical Engineering Award." He is a member of Tau Beta Pi, Eta Kappa Nu and Sigma XI, a senior member of the Institute of Radio Engineers, a member of ASME, of A. C. M. and a fellow of the American Institute of Electrical Engineers.

Safety from Page 3

ployees, includes Processing, Coil and Condenser, Assembly, Ceramics, Plastic Coils, Tubular Harness, Service Repair, and Engineering Laboratory.

Group 4, consisting of 1467 employees, includes Tool Room, Maintenance, Salvage, Automatics, Punch Press, Lathes, Light Metal Machining, Steel Machining, Fuel Injection, Cams and Gears, Sundry, Die Cast, Molding, Molding Machining, Commercial, K-Magneto, Electrical Connector, Ignitor Plugs, and Experimental.

I would like to take this opportunity to thank everyone for remembering me during my recent hospitalization. Special thanks go to the Scintilla Management for the bouquet of flowers, the Union for the card, and to Dept. 31 for the greatly appreciated gift.
Ivan Wilson.

I wish to express my sincere thanks to The Management for the beautiful flowers received during my stay in the hospital. Also, to my friends for their lovely cards and many acts of kindness.
—Frank R. Simon.

My sincere thanks to the Scintilla Management for the nice fruit basket which was sent to me during my recent stay in the hospital. Also, thanks to the Cost Accounting Dept. for the lovely flowers. The kindness shown me was more appreciated than words can express.
—Josephine Fitch.

We wish to express our sincere thanks and appreciation to Dept. 83 and Bond Room inspectors, Lodge 1529 and other friends for the many flowers and cards sent to us during our recent sorrow.
—Ora Price and family, Nina Williams.

The family of Joseph Frank wishes to express their appreciation to Scintilla friends for the many kindnesses shown during their recent bereavement.

My sincere thanks to Sidney Lodge 1529, Dept. 10 and Gage Inspection for their kind expression of sympathy during our recent bereavement.
—Mabel Bridge.

My sincere thanks to the Scintilla Management for the lovely flowers. Also, my coworkers for their gift, many cards and letters during my long illness.
Aurelia McNitt.

I wish to thank the Scintilla Management for the nice basket of fruit. Also, Dept. 49 and friends for the purse of money.
—Clifford Tuckey.

I would like to thank The Management for the lovely basket of fruit, the Management Club for the beautiful flowers, and my friends for the many cards and remembrances.
—Lynn Hallock.

LOUIS P. DIMICCO

HAROLD MacDONALD

Salute to Service...

25 Years of Service

Louis P. Dimicco, Dept. 42 ....Nov. 29

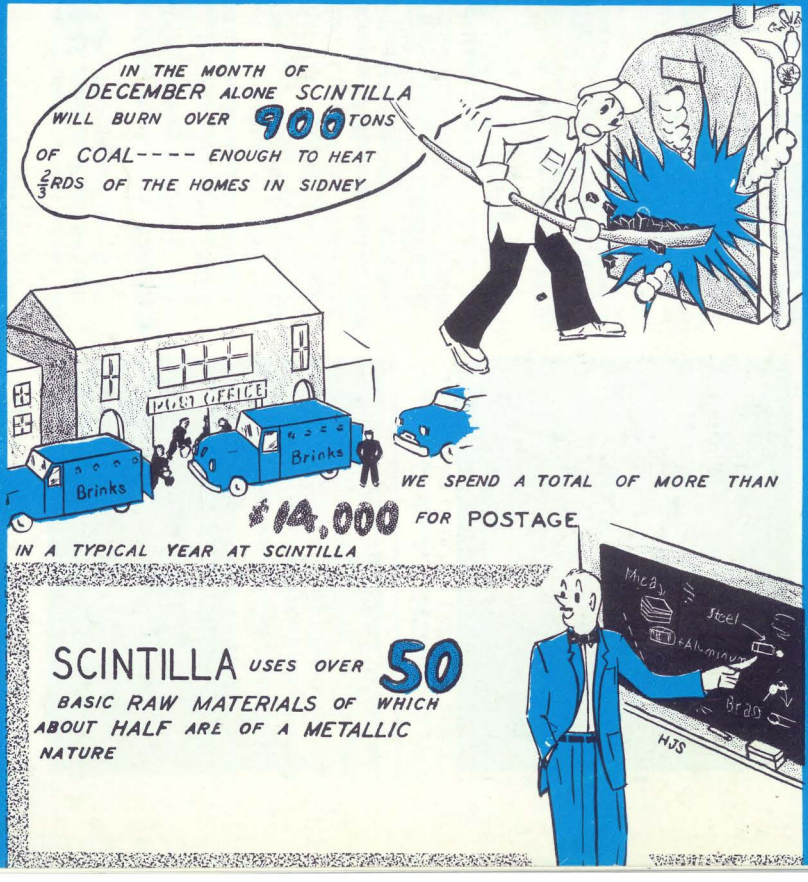
20 Years of Service

Harold MacDonald, Dept. 99 Nov. 29

10 Years of Service

Clarence Becker, Dept. 26 ....Dec. 14
Ruth Brink, Dept. 32 .....Dec. 25
William Denny, Dept. 37 ....Dec. 23
Maurice Dunn, Dept. 99 .....Dec. 8
Carlton Francis, Dept. 30 ....Dec. 6
Lula Hall, Dept. 44 .....Dec. 6
George Hofer, Dept. 32 .....Dec. 9
Gaston Isliker, Dept. 90 .....Dec. 17
Katherine Patrick, Dept. 48 Dec. 11
Larry St. John, Dept. 29 May, 17 '52
Drayton Thompson, Dept. 13 Dec. 22

DID YOU KNOW ..?



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