



The
Scintillator
September

THE SCINTILLATOR

PUBLISHED MONTHLY BY

SCINTILLA MAGNETO DIVISION, BENDIX AVIATION CORPORATION
SIDNEY, NEW YORK

G. E. STEINER, GENERAL MANAGER

OFFICERS OF BENDIX AVIATION CORPORATION

M. P. FERGUSON
PRESIDENT

W. H. HOUGHTON
TREASURER

H. A. GOSSNER
SECRETARY

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The Employees of Scintilla Magneto Division, Bendix Aviation Corporation

'FIRE MAKES 100 JOBLESS'

The above headline, appearing early this year in a New York State daily, tells a story in itself that should cause every man and woman to stop and think. Yet, this one plant fire . . . causing the loss of jobs for 100 workers . . . was but a mere fraction of the total fire losses suffered in this country each year. Similar fires in other plants and factories throughout the nation cost an untold number of workers their jobs. And the tragic fact, apparent in many of these cases, is that they were due to human carelessness in one form or another.

Fire losses in the United States are not confined to any specific areas; nor are they limited to any particular type of structure. Fire can and will continue to take its costly toll in human lives and property wherever the simple rules of fire safety are disregarded. Private dwellings, stores, factories, hotels, theatres, schools and churches all become easy prey to the ravages of fire when and wherever the public fails to become fire safety conscious.

October, designated as Fire Safety Month, is a good time of year for all families to check their homes for possible fire hazards. Heating plants should be thoroughly looked over before being put in use. Remember, a few precautions taken now may save considerable grief later on. Never trust to luck when dealing with a potential fire hazard . . . rid your home of such hazards immediately.

Above all observe the common sense rules of fire safety in the home: Keep matches stored in metal containers away from the reach of children. Repair defective wiring. Never use combustibles near stoves or furnaces; in fact avoid the use of any combustibles in the home. Keep rubbish and trash from accumulating at home. Never allow stove pipes to run close to wall paper.

AT HOME·AT WORK·AT PLAY -- STOP FIRES BEFORE THEY START



Above—Eugene Lentz (left) and Ralph Barnard pose beside Scintilla planes at Sidney Airport. Four passenger Stinson at left was added to Scintilla's air fleet this month.

Delivery of an additional 4-passenger Stinson this month boosted Scintilla's own private air fleet to two planes. Delivery of the plane was coupled with an announcement by G. E. Steiner, General Manager, that Scintilla would begin immediate construction on a \$25,000 hangar at Sidney Airport. Although some of the steel necessary for construction will not become available for several months, work on the foundation is scheduled to start at once. The site has already been chosen.

Addition of the extra plane will allow one ship to be kept on hand for short hops while the other is away on longer trips. Both ships are powered by 300 horsepower Lycoming Engines, equipped with Scintilla Ignition. Other Bendix Aviation Corporation equipment on the planes include radios, starters and generators. Each ship also is equipped with an automatic radio direction finder. Scintilla's "air fleet" is kept busy most of the time transporting Scintilla personnel and rush parts, officials pointed out.

Meet the Men Who Fly Them:

Ralph Barnard is quite an old hand around Scintilla, having completed his seventh year here in August. Ralph, who has been flying since 1929, figures he has put in approximately 3,000 hours flying time for Scintilla. His total flying time adds up to more than 7,000 hours. Before

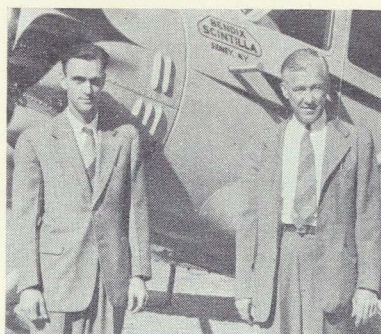
coming to Sidney, he spent several years barnstorming. He holds a Commercial Pilot's License, single engine land with instructor's rating.

Eugene Lentz, formerly of Williamsport, Pa., is a new man at Scintilla. He'll round out Scintilla's air crew. Before coming to Sidney, Gene was employed by Lycoming Division of the Aviation Manufacturing Corporation. He learned to fly at Williamsport in 1938 by starting in on mechanical work and taking part of his pay in flying time. With the exception of a year and a

half in the U. S. Navy, he worked for Lycoming as a pilot and hangar foreman, later becoming a Field Service Representative. He attended Engineering School at Penn State. Married and the father of twin daughters, 7 months old, he holds a Commercial Pilot's License, single engine land with instructor's rating. Gene also has an Aircraft and Aircraft Engine Mechanic's Certificate.

Air Minded

Below—Gene Lentz and Ralph Barnard.





ON THE *Feminine Side*

Any girl, worth her salt around an office, bristles at the slightest suggestion that "holding down a desk job is a cinch." Far from it, she'll quickly inform any poor, misled soul who makes the mistake of harboring such delusions. As a matter of fact, she'll carry an argument to considerable lengths in order to defend her job from the attacks of an occasional scoffer.

That's the American business girl!

And make no mistakes about it . . . she has every right to feel proud of her position in industry, for her job involves the tremendous mountains of paper work necessary to keep business on the move.

The average American business girl is exceptionally well groomed, presents a neat appearance in manner of dress and turns out an efficient flow of work. At Scintilla

(Continued on Page 15)

Presenting a few of the girls in the front office who keep Scintilla's paper work moving:

Page at left from top to bottom—Alma Davis, Experimental; Madalin Aiken, Statistical Records; Margaret Belmont, Engineering Records; Helen Perry, Sales; Betty Palmatier, Service; Edna Cook, Sales.

This page from top to bottom—Grace Anderson, Sales; Eleanore VerValin, Statistical Records; Dorothy Winner, Sales.

Below—Judy Smith, Service.



Yes, What About the Comics?

Controversy Brews in Nation's Press—

Quite a bit has been said of late concerning the widespread influence of certain type comic books on youthful readers. Sum and substance of the entire controversy, which has been brewing for some months in the nation's press and magazines, is the acknowledged fact that too many of the comics aren't funny. To the contrary, claim many critics of the comic books, the comics of today feed "Junior" a steady diet of crime and vice, murder and mayhem. For a mere dime, youngsters obtain easy access to a passing parade of girls in scanty attire, scenes of torture and violence. At newstands and other outlets comic magazines outnumber other types in staggering proportions—vivid proof of the popular acceptance of this kind of material. One would quickly draw the conclusion that comics are definitely in the big business category.

Evidence of Comic Influence Near at Hand—

Parents in the Sidney area need look no farther than Binghamton for further evidence as to the influence comic magazines have had on young people. A few weeks ago Binghamton papers reported the attempted hanging of a youngster by three other youths. Got the idea from a comic book, they explained. Similar incidents have occurred in other cities and towns. One newspaper report recently told the story of a youth who was found hanging in his bedroom. The family, returning from a movie, discovered the boy too late. An open comic book lay on the bed. It was apparent that the youth had attempted to act out a hanging scene, using the comic book as a guide.

Responsibility Rests on Parents Alone—

Talk has been made of a ban on certain undesirable comic books, but such action is likely to come only through due process of law . . . perhaps in the next few months, but possibly not for a year or more. It therefore becomes the responsibility of all parents to supervise their children's reading. Many parents, who refuse to permit their children access to the "blood and thunder" type of radio program, overlook the comic books which appear with frequent regularity in the home. The word "comics" is apt to be quite misleading today.

Good and Bad Side to Comic Controversy—

Naturally, there is a good and bad side to all controversial issues. The attack of the comic book critics seems to be directed not at comics in general, but only toward the undesirable types. Many comics on the newsstands adhere to high standards, and are comics in the true sense of the word. It is also possible that comic book publishers will conduct their own housecleaning. However, until this time comes about, parents should look the comic situation over more closely. Some of the comics aren't funny!



Above—Bendix Aviation Corporation President Malcolm P. Ferguson congratulates Paul Mantz (right), only three-time winner of Bendix Trophy.

MANTZ WINS BENDIX RACE FOR THIRD TIME

Paul Mantz of Glendale, California became the only consecutive three time winner of the famous Bendix Trophy Race when his North American P-51 Mustang roared across the finish line at Cleveland during the National Air Races.

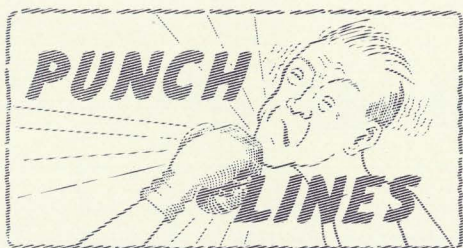
Winner in 1946 and 1947, Mantz this year averaged 448 miles per hour to win the 2,044 mile transcontinental Bendix Race from Long Beach, Cal. to Cleveland in the closest finish ever recorded. Mantz led Linton Carney of Houston, Texas, in second place, by 1 minute and 8 seconds; Jacqueline Cochran of New York City, in third place, by 1 minute and 58 seconds; and E. T. Lunken of Cincinnati, in fourth place, by less than 4 minutes. The closeness of the finish gave evidence of the ability of the pilots, the reliability of the planes, and the accuracy of the Bendix Radio Compasses which these contestants used for pinpoint navigational accuracy.

The "J" Division of the Bendix Race was won by Ensign R. E. Brown of Ft. Atkinson, Wisconsin, who averaged 489½ miles per hour. He was closely followed by Commander E. P. Aurand of Coronado,

(Continued on Page 19)

Below—Mr. Ferguson presents trophy to Ensign R. E. Brown, who placed first in Jet Division.





Read It and Reap:

Men may sow the wild oats, but it's usually the women who reap the harvest. In other words it's the old, old story of "she ran, but he got caught." Sometimes, but not often, a girl—while cultivating an exceptionally rich harvest—lets time pass her by and ends up salvaging the chaff.

Dog for a Day:

Every dog has his day—so they say—but who wants to be a dog? For instance, Mr. J. Cocker Spaniel concludes an ideal day which consisted of: 1. A successful raid upon the neighbor's flower bed. 2. The extraction of a pound of flesh from the mailman's left leg. 3. An afternoon of loafing under the back porch. 4. Recovery of one old ham bone from the good earth. 5. A friendly visit with the garbage can at the rear of the house. What fun is there in that?

Short Story:

She was a baker's daughter and he was a butter and egg salesman. She led him to believe that she was really in the "dough," so he married her for "butter" or worse. Imagine his surprise when he discovered that her story of "dough" in the family was only a "yolk." Some "crust," we'd say!

Punch Bowl:

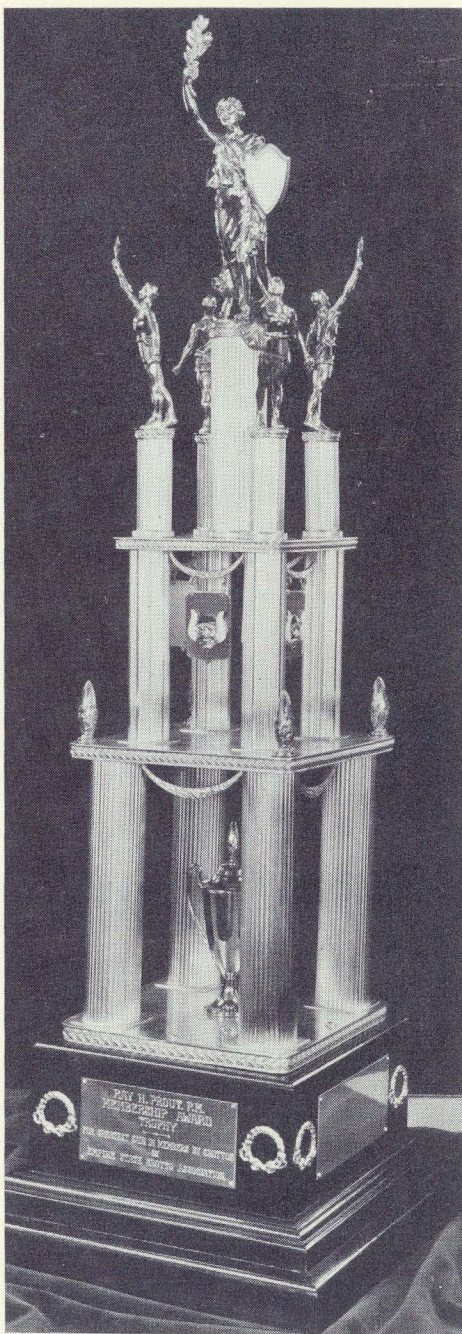
He came, he saw, she conquered . . . In recent years, strong stout-hearted men have become more susceptible to drafts than any other necessary evil . . . Most fools are self-made . . . Most politicians find promises easier to make than live up to . . . Besides the million and one other uses advertised for certain brands of sudsy suds, soap is also useful in washing your face . . . Symptoms of old age appear only when a person finds time to criticize the younger generation.

A Slip of the Tongue:

The human tongue is a wonderful thing. Inasmuch as it is unhooked at one end, it is likely to get tangled up when running at full speed. It can either soothe or excite, enlighten or bore. The human tongue is also good for licking the goo off postage stamps.

Ladies are Buywise:

Many a man considers himself the per-



Above trophy was awarded to Zor Grotto for having the highest gain in membership for the year. Story on Page 9.

fect gift to the ladies, but many a lady has discovered that it's the gift with the fanciest wrapping that has the least value.

ZOR GROTTO WINS TROPHY

Zor Grotto returned to Sidney from the 22nd Annual Convention of the Empire State Grotto Association, held in Oswego Sept. 9-11, with the honor of being the first winner of a new membership trophy, photo of which appears on opposite page.

The new trophy is to be presented annually to the Grotto having the highest gain in membership for the year.

TEN LITTLE AUTOMOBILES

Along with the cooperative advertising now being put forward to promote highway safety, the following poem from a collection by Governor R. Gregg Cherry, of North Carolina, is offered:

* * *

Ten little autos, road and weather fine.
One hit a culvert, then there were nine.
Nine little autos, one a little late;
Driver struck a railroad train—
then there were eight.
Eight little autos—but one went to heaven;
Running through a stop light—then there
were seven.
Seven little autos speeding through the
sticks;
One skidded off the road, then there were
six.
Six little autos until one took a dive
Through an open drawbridge—then there
were five.
Five little autos, one with rattling door;
Driver tried to shut it—then there were
four.
Four little autos, one climbed a tree;
But didn't do so very well, so that left
only three.
Three little autos, one driver was a "stew";
Loaded up on highballs—that left only
two.
Two little autos, tried to beat the gun
When the warning signal flashed—then
there was only one.
One little auto around the corner tore;
Hit a truck—that's all there is; there
ain't any more.

School and Home Organization

Following a series of preliminary discussions, the first official meeting of a proposed "School and Home Organization" will be held on Wednesday evening, October 6th, at 8:00 o'clock in the Sidney High School auditorium. All parents and teachers are urged to attend.

FOOTBALL MYSTERY DEATHS

Why do football players die?

The answer should be of vital interest to parents, school administrators, coaches and the players themselves as the coming fall brings another gridiron season.

Three Chicago surgeons, Dr. Harry E. Mock and his sons, Harry E. Jr., and Charles J., conducted an exhaustive research into so-called "mystery deaths" on the football field for presentation to the National Safety Council's annual convention.

They found that between 1931 and 1946, there were 430 recorded football deaths. Of these, nearly half were due to skull fractures and brain injuries.

"Many of the football players who have died were apparently only slightly injured, often showing no injury about the head, yet several hours later they complained of dizziness or severe headaches—or suddenly became unconscious and died within a few minutes to a few hours," the doctors reported. They added that in football parlance such deaths often were called "mystery deaths."

The doctors made these recommendations:

1. The most vulnerable spot seems to be the base of the skull and the back of the neck. Rather than protecting this spot, present day hard plastic helmets often are forced back on the head and the edge delivers a heavy blow to the neck. Better protective equipment must be devised with protection in mind instead of offense, they said.

2. A doctor capable of recognizing symptoms of brain injury should be present at every practice session as well as every game. He and not the coach should decide the handling of an injured player.

3. Stretchers and trained bearers also should be present. Brain injuries are aggravated by improper handling.

Ruts . . .

No road ever made its own rut. Ruts are made by slowly moving vehicles going along one path. Five, ten, fifteen times the path is followed. Then the rut is there. Then it must be followed or a new road must be taken. Mental ruts can be avoided by the opposition of the mind. The impatience of youth must battle sober experience. Creative mind must shake off the fetters of habit and custom. Inspiration must vanquish stagnation.



Above—Composite of photos show several varieties of antique autos from collection of Jerry Spinola, Dept. of pilgrimage to New York World's Fair in which Jerry took part. Pictured in photo at top left is radio and screen autos.

ANTIQUE AUTOS

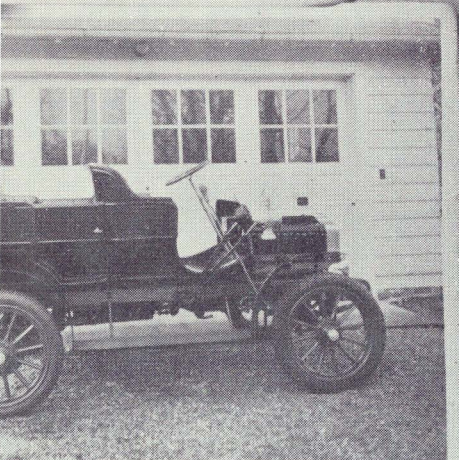
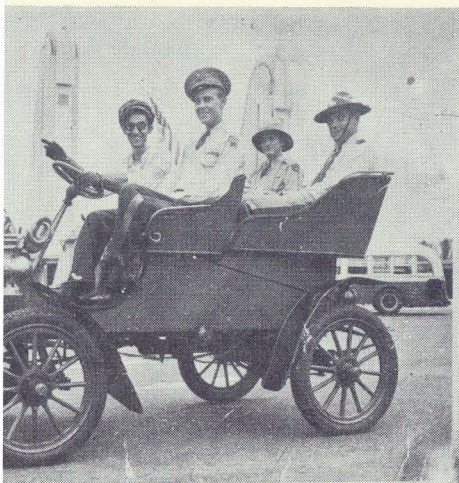
... HIS HOBBY

Jerry Spinola, Dept. 99, isn't particularly interested in the new steel and chrome beauties on the road today, but if you can talk business in terms of a one cylinder 1904 Cadillac, an old Ford or Maxwell, you've probably found yourself a customer. You see, Jerry's hobby—and sideline—is the collection of old, antique autos. And if you think buying a new car is tough these days, you should try something really difficult . . . digging up a rare antique of yesteryear.

Jerry got his start 15 years ago when he paid \$10.00 for an old, one cylinder Cadillac. He had every intention of scrapping it for junk until he learned that it was valuable as an antique. Since then he has handled and sold approximately 75 antique autos.

In a hobby-business of this nature a person is likely to make any number of acquaintances, and Jerry includes James Melton, noted tenor of radio and screen, and George C. Cannon among his numerous contacts in the field.

Antique autos are where you find them, so Jerry says, and he locates them by various means. Occasionally people write in, but usually Jerry locates a car by mere hearsay. He has worked at Scintilla since January 1943, and he conducts his hobby from his home in Oneonta.



Among the photos are some which were taken on
tenor James Melton, also a collector of antique

Service

... WITH A
VOICE THAT
SMILES

**Presenting Scintilla's
Telephone & Telegraph
Section**

Below—Iva VanValkenburg takes a "page call" to be announced over Scintilla's Public Address System.



Scintilla's "Hello" girls are in the business of dispensing service with a "voice that smiles." By that we refer to the Scintilla girls who handle and expedite the multitude of "out and in" telephone calls each working day. It's no easy chore either . . . not when you consider the 259 master extensions in use throughout the plant. Supervision of the Telephone and Telegraph Section comes under Beatrice Carr who directs the general activities of the department. Overall supervision of the department comes under E. M. Van Name, Staff Assistant to the General Manager.

Scintilla's telephone system is set up so that inter-plant numbers can be dialed independently. Long distance calls are placed through Scintilla's switchboard by dialing 440. Probably the number most familiar to Scintillites is 320, the Public Address Operator. In a plant the size of Scintilla a P. A. System is indispensable. Everyone must admit that it is a great time-saver.

In regard to telegrams, Scintilla's wires come directly from Western Union in Binghamton. Scintilla has its own Western Union Exchange. Miss Carr reports



Left—Nanett Horton operates switchboard in Telephone Center.

TELEPHONE AND TELEGRAPH SECTION *(Continued)*

that there is usually a deluge of wires late in the afternoon. Consequently, the last delivery of wires accepted is at 4:35 P.M.

In order to expedite telephone service for you and others in the plant, here are a few hints: 1. When calling Long Distance, dial only 440. A number of persons, upon finding 440 busy, dial 9 or 320. Wait your turn when the Long Distance Operator is busy taking another call. 2. When outside numbers are called frequently, keep a list of these handy. Knowing your number will help speed up calls. 3. Before paging a person on the P. A. check the directory to see if he is listed. Follow these three suggestions and you will help improve the telephone service for everyone at Scintilla.

Members of Scintilla's Telephone and Telegraph Section include Beverly Freer, Wanda Drachler and Iva VanValkenburg.

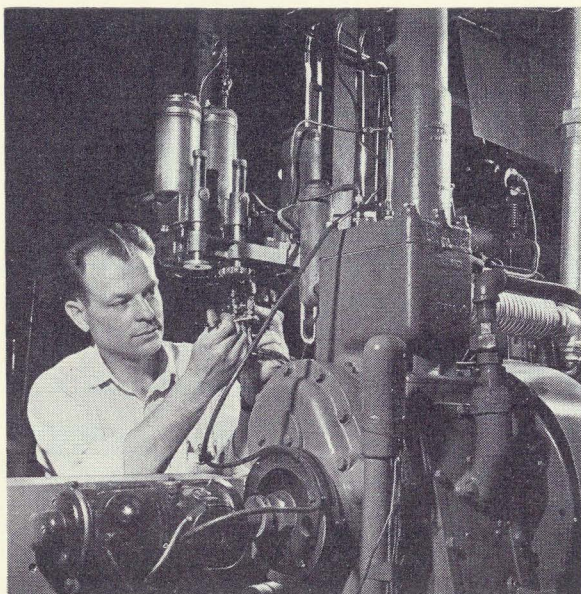


Left—Beverly Freer takes an incoming call, one of many during working day.

Bottom left—Wanda Drachler operates teletype machine. Scintilla's wires come directly from Western Union in Binghamton.

Below—Beatrice Carr supervises activities of Telephone and Telegraph Section.





TAILORED GASOLINES

Scintilla's CBR4/1

Magneto Has Part

In Petroleum Research

Connecting fuel lines on a research-type combustion engine, prior to making a test run of an experimental sample of motor gasoline. Scintilla's CBR4/1 magneto, in use on this engine, may be seen in the lower left hand corner. Photo courtesy of "Standard of California Bulletin"

Less than twenty-five years ago the first operation in starting a car on a cold winter morning was frequently to heat a kettle of water and pour it into the radiator to warm the engine.

After the engine finally started, it warmed up slowly, and often sputtered or even stopped. And on a long, hard pull in the heat of a summer day, it might also stop—because of overheating. These driving difficulties were mainly caused by shortcomings of yesterday's gasolines.

Today, you step on the starter and without further thought can be confident of trouble-free driving regardless of temperature, traffic or hills. This freedom from the motoring ailments of earlier days is partly the result of modern engine design. But at least equal in importance has been the corresponding evolution of gasoline fuels.

Modern gasoline is a tailored product—styled to fit the varying climatic conditions throughout the year, and to meet the precise requirements of modern automobile engines. This tailoring, designed in research laboratories and engineered in the refineries, involves consideration of many technical items, such as volatility, distillation, equilibrium and mixture ratios, as well as engine, climatic and geographical variables. But the proof of laboratory findings is obtained in road tests, constructed in specially-instrumented cars, and made on new engine models as fast as they become available.

Test cars are operated under all kinds of conditions, ranging from the hot, arid desert to cold mountain altitudes, as well as in congested areas with their driving problems peculiar to city traffic.

Gasoline, composed of many different hydro-carbons, originally was obtained directly from the crude oil most readily available. Part of the research responsible for today's motor fuels has been directed toward selection of crude stocks containing a high percentage of those hydro-carbons which produce better gasolines.

But the amount of improvement by this means is limited. Research, therefore, has also been occupied with finding means of changing the nature of hydrocarbon formations to supply a higher percentage of the non-knocking type. As a result there has been an almost continual improvement in the anti-knock character of gasolines, an important yardstick of measurement in determining the quality of this type of motor fuel.

Vastly increased demand has recently caused a heavy drain on petroleum resources, and has heightened the importance of the development of engines and fuels that will give improved efficiency expressed in increased miles per gallon. This is the challenge faced and accepted today by the petroleum research man in the laboratory, and by the automobile manufacturers.

—Courtesy of "Standard of California Bulletin"

On the Feminine Side *(from P. 5)*

her day begins at eight in the morning and ends at five in the afternoon. She is an important part of the overall picture of Scintilla at work.

It is doubtful whether little or anything could be accomplished to any great degree without the girls in the offices. Their work has a direct relationship with the majority of all plant operations. Imagine, if you can, any business without a behind-the-scenes army of typists, stenos, secretaries, clerks and other office personnel. A company, doing business without benefit of help of this nature, would soon find itself lost in the mass of paper work that bogs any industry down unless handled properly and efficiently.

Considering all facts carefully, we agree with the girls that their jobs involve a lot of hard work . . . and no cinch at that!

Below—Edith Kirkegaard, secretary to Mr. O'Sullivan.

Bottom—Helen Daniels operates bookkeeping machine in Accounting Dept.



HOSPITAL FUND A SUCCESS

At the time this issue of The Scintillator went to press, all indications pointed toward an over-the-top completion of the Hospital Fund goal. Response of the general public, according to the reports of volunteer campaign workers, was excellent. A full and detailed report on the final results of the Hospital Building Fund Campaign will be made in the October issue of The Scintillator.

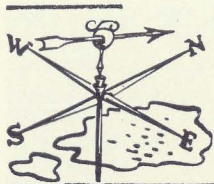
PICKED UP IN PASSING

SERVICE & SALES DEPT.: One of our former associates, Mrs. Ruth Hutchinson, formerly employed in the Sales Dept. as stenographer to Mr. Ken Manzer, left Scintilla on Sept. 10th. Ruth will devote her time to domestic duties at her new home in Binghamton. Before moving to Binghamton, Ruth resided in Bainbridge. Lots of Luck, Ruth! . . . Who is the official weather forecaster in the Service Dept.? None other than Mr. J. B. Lane, who takes a few minutes each morning to consult his weather forecast book before figuring predictions for the day. He hasn't disappointed us yet.—By Judy Smith

SCOOP FROM DEPT. 100: Before the summer becomes just a memory, there is one thing we'd like to know; after Paul Carney bragged about his melon patch all summer, why didn't he bring us the samples he promised? . . . Better late than never note: John Sheldon getting right gay these days giving his car the "new look" . . . After splitting the golf matches (1 each), Phil Allen and Sam Nader still can't decide who is "King of the Links." Still seems to be a matter of opinion.—By Harriett Birdsall

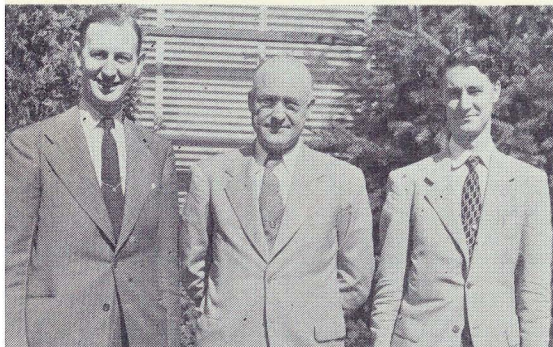
BEHIND THE COVER

From the looks of things, Joan Crowley, 5-year-old daughter of Mr. and Mrs. Edward Crowley of Unadilla, has her hands full . . . full of shepherd pups, that is. We'd guess that she doesn't mind it a bit . . . holding the pups, or having her picture taken. For that matter, the pups don't seem to mind either. Joan's Dad is a member of Scintilla's Production Control Department. Photo Courtesy of Double D Studio.



TRADE

WINDS

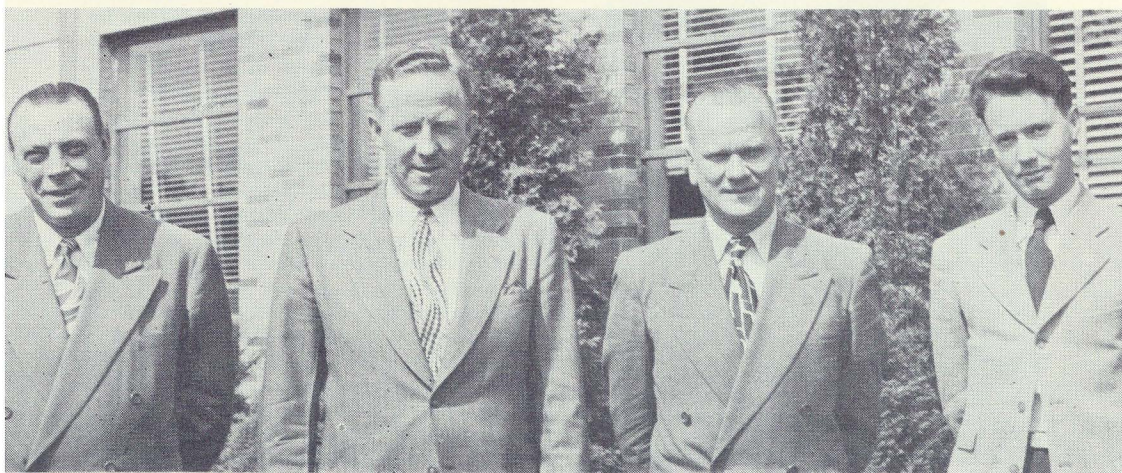


H. A. G. Titmuss and R. G. Hannam, of London, England, representing British Overseas Airways, are shown with L. W. Trees, Scintilla Service Manager. Primary purpose of their visit to Scintilla this month was to discuss service matters pertaining to Scintilla aircraft ignition equipment which BOAC is operating.



Pictured at the left, Henri V. Carrere, Sales Dept.; W. J. O'Sullivan, Production Dept.; and J. J. Flynn, representative of Pratt & Whitney's Purchasing Dept. The group met at Scintilla early this month for the purpose of coordinating Pratt & Whitney delivery requirements and our production schedules.

Pictured with William Campbell and Frank Rettberg, Scintilla Service Dept., are John Lind and H. C. Hansen, Sales Representatives from Bendix West Coast Division. Both Mr. Lind and Mr. Hansen attended Scintilla's Service School. From left to right: Mr. Hansen, Mr. Campbell, Mr. Lind and Mr. Rettberg.



TRADE WINDS

Also a September visitor at Scintilla, C. H. Taylor, Representative of the Purchasing Dept. of Wright Aeronautical Corp., is pictured with A. W. Newton, Scintilla Sales Dept.

Victor J. Sykes, Bendix International, is pictured at the right with Don Adkins, Scintilla Field Representative. Mr. Sykes, who is Bendix's representative in the Far East, has his headquarters in China. He was a recent visitor at Scintilla.

Pictured with Don Gray, Scintilla Service School Instructor, Lawrence B. Sperry, Bendix International Representative, attended Scintilla's Service School. Mr. Sperry has been assigned to the South African territory. He will handle Bendix automotive and industrial products.

Members of the group below attended the Scintilla Service School this month, participating in a course conducted by Don Gray, Service School Instructor, and William Moore, Engineering Dept. With the exception of Mr. Cameron King, Scintilla Representative at Pratt & Whitney, and Alfred Yacovome, Pratt & Whitney Representative, all are A.A.F. civilian employees. From left to right: Mr. Gray, Herman Foote, William Johnston, Homer D. Riggan, all of the Tinker A.F. Base, Oklahoma City, Oklahoma; William P. Schroeder, Olmstead A.F. Base, Middletown, Pa.; Mr. Moore and Mr. King. Seated: Mr. Yacovome, Vincent S. Sikorski, Olmstead A.F. Base, Middletown, Pa.; Walter Berberian, A.A.F. Wright Field; and Robert C. Friedrich, Olmstead A.F. Base, Middletown, Pa.



Scintilla

service anniversaries

For Month of August

15-YEARS

Stier, Alexander

34-1463

5-YEARS

Aiken, Margaret

85-5001

Chappell, Sydney	74-279
Colburn, Robert	99-314
Davy, Margaret	44-5116
Donaloio, Ruth	80-5273
Elliott, Louis	90-517
Hall, Kenneth	25-1731
Hawley, Landfield	32-707
Hendrickson, Dorothy	35-5214
Holmes, Paul	38-757
Jones, Ada	99-5258
Kelly, Lucinda	38-5265
Lamb, Helen	26-5284
Mead, Floyd	47-1030
Quick, Richard	38-1254
Spencer, Elizabeth	94-5456
Sprague, Mildred	38-5458
Walley, Grace	39-5581
Wayman, Frances	47-5512

Lockheed Constitution Scintilla Equipped

Lockheed Constitution

LARGEST LAND BASED PERSONNEL AND CARGO
TRANSPORT EVER BUILT FOR THE UNITED STATES NAVY

Unique in design, the Lockheed Constitution is a four engine double deck, completely pressurized, all metal transport, designed to carry passengers or cargo.

Passenger capacity 96 persons on upper deck alone. 180 persons full military load

Total horsepower 14,000 h.p.


Gross weight 184,000 lbs.

Dimensions Length 156' 1", Height (ground to tail) 50' 4.5", Wing span 189' 1.28"

Speed Over 300 m.p.h.

Cruising altitude Over 25,000 ft.

Landing gear Each main gear has four pre-rotating wheels



(over)

Above is a reproduction of a memento of the first official flight of the Lockheed Constitution from Burbank, California to Washington, D. C., which took place on July 25th, 1948. The Lockheed Constitution, largest land based personnel and cargo transport ever built for the United States Navy, is Scintilla equipped with Scintilla D4RN Magnetos on the Pratt & Whitney R-4360 engines, Scintilla ignition relays and a few of the Scintilla R Series electrical connectors.

BARTER COLUMN



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

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

FOR SALE: Ice Box, 50 lb. capacity. Reasonably priced. Mildred Fairchild, Payroll Dept., or Phone Sidney 2541.

FOR SALE: 12 ga. Double Barrel Shot Gun, hammerless. Like new condition. Equipped with rubber recoil pad, ivory sights rear and back. Property of late Howard Sprague. Contact C. L. Kessler, Purchasing.

FOR SALE: 1937 Studebaker Commander. In excellent condition. A. J. Ruscito, Engineering Dept.

FOR SALE: Winchester Model 52 Heavy Barrel Target Rifle, French Walnut Olympic Stock. 15 Power Lyman Super-target scope. Stoeger case, sling and glove. In perfect condition. Value \$230.00. Price \$150.00. K. A. Aitken, Phone Unadilla 3711.

FOR SALE: Porcelain Sink, single drain board. Bucket-A-Day water heater. Boy's gabardine top coat, size 16. Phone Sidney 5533.

FOR SALE: Used Tank Type Vacuum Cleaner, with attachments. In good working condition. Price \$25.00. R. Huyck, 28 Cayuga St., Sidney, or Stock D.

FOR SALE: Walnut Knee-hole Desk with glass top and walnut desk chair, blue leather upholstered seat. Also Coleman oil burning space heater. Price \$40.00. Baby Carriage. Price \$15.00. Zenith Cabinet Radio with record player. 53 Pearl Street, Sidney.

FOR SALE: General Electric Refrigerator, in excellent condition, reasonably priced. Phone Unadilla 3506.

TO GIVE AWAY: Puppies, 4 months old. Two females and one male. Bench Leg Beagle mixed

with Spitz and Spaniel. Good watch dogs or rabbit dogs. Inquire H. Scott, Dept. 40.

FOR SALE: Black and White Enamel Kerosene Stove. Three burners and oven. In good condition. Excellent for camp or cottage. Phone Sidney 6580.

FOR SALE: 8-Room Colonial Type House, with two acres of land, barn, 2-story chicken house, fruit and berries. Located at 134 Main Street, Unadilla. Also Model "L" John Deere Tractor, with plow and cultivator. Equipped with belt power take-off. Ferris Edwards, Dept. 82, or Phone Unadilla 2987.

FOR SALE: Six weeks old pigs, \$10.00 a piece. E. Wood, Dept. 29, 2nd shift. Phone McDonough 340.

FOR SALE: 30-30 Savage Lever Action Sporter. Condition like new. Jack Somerville, Phone Sidney 3521.

Mantz Bendix Winner *(from P. 7)*

California, who averaged 485 m.p.h., and by Lt. E. R. Hanks of Palm City, California, who averaged 479 m.p.h. All of the planes in the Jet Division were North American FJ-1 "Furies" powered with Allison engines. The pilots were members of the Navy's famous Fighting 51 Squadron stationed at San Diego, California.

Insisting on the right-of-way never determines who is right, but who is left.

Keep your mind and eyes ahead of your car. An empty train of thought doesn't whistle a warning!

Cards of Thanks

We wish to thank the friends and former co-workers of Luella B. Hall for their many generous gifts and kindnesses during her long illness and recent passing.

Kenneth W. Hall and family

I wish to extend my heartfelt thanks to the Management and my friends at Scintilla for their many expressions of kindness during my long period of illness.

Franz VanBuskirk

September

Of all the months of the year, September stands out foremost in the minds of all, and many are the fond memories of yesteryear when "reading, riting and rithmetic" filled the golden days of early Autumn

SEPTEMBER is best personalized by the ringing of the school bell, the back-to-school shuffle of saddle shoes and moccasin-shod feet. Even the small fry . . . some eager, some reluctant . . . are quick to fall in step with the back-to-school movement. Days are quieter now, but there's a certain loneliness about the old street. Old "pal dogs" patiently await the trouncing home of the tricycle brigade. Summer's rousing tempo slows to a walk.

COMPARED to the excitement of recent summer outings, going back to school could be considered fairly dull . . . but school has its exciting moments too! Few thrills can compare with those that arise in the closing minutes of a hard-fought football game, one that finds the home team . . . backs to the goal line . . . fighting off a touchdown march that threatens their six point lead. And then there's the renewal of old friendships, after school "coke dates" and getting the lead in the school play. These things mean a lot . . . you miss them after you've been out of school awhile.

GRADE SCHOOL and junior high have their points, but high school holds the fondest memories. The senior, facing graduation in June, finds himself envying the freshman. Gone, all too soon, are the class get-togethers, the weekend dances and the winter frolics. Perhaps, the hardest day of all—for the young mother—is the first day she sends little Johnny or Mary off to kindergarten.

SCHOOL years are happy years. September, the in between month that eases summer into fall, signals the opening of a new school year. That's why you read so many articles and editorials urging drivers to drive carefully. We know that all of our readers are more than anxious to help keep school years happy years, so we aren't saying anything on that score this fall. We know the kids will appreciate your cooperation . . . and thanks for listening, pal!