



HISTORICAL ACHIEVEMENTS

# VALLEY OF THE GIANTS

*"When I want to understand what is happening today or try to decide what will happen tomorrow,  
I LOOK BACK."*

OLIVER WENDELL HOLMES

**GEORGE B.  
STILLWAGON, JR.**



The only son of George B. and Ethel May Stillwagon, George B. was born December 26, 1913 in the small mining community of Dunbar, Pa., just outside the city of Uniontown. His mother, now aged 103 and confined to a wheelchair, survives in reasonably good health.

Both George and his father were coal miners prior to graduation from

Dunbar High School in the upper 5% of his class of 1931. Because of intense interest in aeronautics, he registered at the University of Pennsylvania, but changed to an Industrial Engineering course, as little advances in aviation appeared likely due to the depth of the Great Depression at the time. He graduated with an Industrial Engineering degree, again, near the top of his 1935 graduating class.

While still in his final year at college, he made a wise decision to marry his best friend, Frances, who helped him with his thesis in the field of price marking apparatus. The thesis was of such interest to Monarch Marking Company of Dayton that he was offered a job by Monarch upon graduation, and at the unusually high salary of \$45 per week. (Similar jobs at the time paid less than \$40 per week for experienced designers.)

As a boy of 14, George had become a builder of model airplanes, and kept up with all of the news of aircraft advancement. It's of no wonder, then, that he teamed up with his long-time friend, Les Anderson, to buy the parts and assemble their first airplane in 1941 and earn their pilot's licenses. These two have purchased and flown 14 airplanes, flying more than 5000 hours, and continue to fly 10 to 12 times each month, from solo flights with ultra-light aircraft, to more powerful aircraft with gliders in tow!

An active member in the Experimental Aircraft Association, George never misses major aircraft shows, and he regularly participates in the annual Experimental Aircraft Show in Oshkosh, Wisconsin.

Shortly after coming to Dayton in 1935, George became a junior member in the Dayton Engineers Club, where a mutual interest in aviation led to a long and mutually successful team effort with Kenneth G. Fraser, who, at the time, was working on the development of an automatic constant speed propeller. Ken had served in the U.S. Air Corps during and following World War I, as well as being Chief in the Inspection Depart-

ment of the Air Corps.

As Wright Field was experiencing difficulties in the certification testing of the Apex Machine & Tool Co.'s ball-type universal joints, Ken had suggested to George that some form of lubrication cover was needed for such joints. George designed such a cover, Ken made and tested it, and the results led to the final design of the currently-used Heavy Duty Universal Joint, more than twice the strength and useful life of the universal joints previously specified.

Ohio Aero Accessories, Inc. was then formed, with Ken Fraser, President, and George as Vice President. They contracted with others to do the manufacturing. However, the success of these universal joints brought more orders than they could produce, and they teamed up with Apex to continue the development of these joints and related devices.

At Apex, George developed and patented universal joints for other than aircraft: fastener tools, covers, chucks, press fit devices, needle bearings, special tooling, etc. Altogether, 49 patents have been issued as a result of his efforts.

George has been a faithful and active member of the Engineers Club of Dayton continuously since 1935, and is currently serving his fourth term as member of its Board of Governors, the only member to serve more than two terms. He was elected Club President for the 1972-73 term, and has served faithfully and efficiently on numerous Club committees, such as the current Archives Committee to determine the use or disposal of property stored and little used over the past several decades, and the care and safety of valuable memorabilia. He is an active member of the group responsible for the formation and continuity of the Club sub-group known as the new "Barn Gang", to make maximum use of the vast brain-power within the Club membership that might otherwise be lost. George was on the Board of Governors that provided the Club with the Club Foundation in 1973.

*(Continued on Page 12)*

## WELCOME NEW MEMBERS



The following new members were welcomed into the Club in September:

NAME	COMPANY	TITLE	SPONSOR
Joseph E. Rowe	Univ. of Dayton	Assoc. V.P. & Director, Research Institute	Joseph Martino
Joseph Zelina	Univ. of Dayton Research (Full Time Student)	Graduate Research Asst.	Louis Boehman
Charles W. Lewis	Cap Gemini America	Client Services Exec.	Warner Martin
Charles M. Shepard	Wright Laboratory	Aerospace Engineer	George Montgomery
John M. Reid	Kemper Securities, Inc.	V.P. Investments	James Scholz
John W. Norton, Sr.	Solid Waste Management	Solid Waste Engineer	Bob MacNealy
Lester W. Buechler	Ohio Electronic Engravers (Consultant)	Chairman of Board	Wilson Charbonneaux
A. Dale Lakes	Standard Register Company	Dir. Forms Div. Engin.	Harry Seifert
Richard C. Behymer	WPAFB (Retired)	Electrical Engineer	Richard Ittelson
Howard W. Preston	Retired (Solar Consulting)		Thomas Sheetz

## VALLEY OF THE GIANTS

*(Continued)*

In addition to his continued work as consultant, George is active in such organizations as The Society for Professional Engineers, Rotary Club, Masons, Discussion Club, World Future Society, Dayton Soaring Society, and the Engineers Club, along with serving on the Boards of Ohio Metal products and the Moraine Airport.

Of the three sons of George and Frances, the oldest holds an Engineering degree from Ohio State, the second son a Science degree in Physics from Ohio State, and the third son graduated from Syracuse University with a B.A. degree, and is an active airlines pilot. George and Frances are members of Christ Methodist Church.

In his spare time, George works in his fully-equipped machine shop in his garage at home, improving earlier developments and trying out new ideas.

It is men like George B. Stillwagon, Jr., that make and maintain this area—"The Valley of the Giants"!

## BUY THE MIAMI VALLEY

*FIRST (Continued)*

constant improvement, team-building, empowerment, and are thoroughly committed to servicing industrial customers to exacting requirements.

If job shops such as PFI can compete and bring business in from outside the area, are we doing ourselves an injustice by overlooking these resources in our own neighborhood?

Just remember, your invitation to three people to see

the show is sure to make a difference.

Al Janek, our recent member from PFI, would be glad to provide tickets, information, or anything you may need to support the Industrial Exhibition. His phone number is 845-3563.

## LAMENT *(Continued)*

"Attention, fall in, forward march, left right, left right." So down to the Cenotaph at the other end of the Corso, where a reviewing stand had been erected, the veterans marched with me following.

As the moon was going down, a brief and most impressive ceremony was held. First, a few remarks by a retired general. This was followed by the singing of "Oh God Our Help in Ages Past." The invocation was given by a Rev. Jones, a veteran of Vietnam followed by The Lord's Prayer. Wreaths of red and white carnations were placed at the foot of the Cenotaph as two soldiers stood at attention and, after two minutes of silence, three verses of Kipling's "Recessional" were read. Finally a trumpet solo, "We Will Remember" was followed by "God Save the Queen" and the ceremony was over.

The group strolled leisurely in the early dawn to the Manly War Memorial Club followed by myself and a few ladies. With Wheeler leading the way, I entered, climbed the stairs and had a glass of beer literally pushed into my hand. Wheeler found two places at one of the many tables set with sandwiches, coffee and more beer. At one end of the room entertainers, a piano and a guitar, were belting out songs. At the other end of the room the clicking of slot machines increased the cacophony.

*(Continued in the December Issue)*