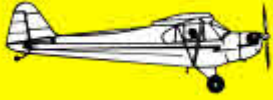
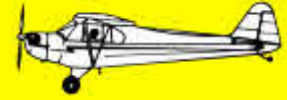


Sentimental Journey to Cub Haven



Newsletter



Volume 6, Issue 1

The #1 Grass-Roots Fly-In in America!

May 2008

June 17-21 Fly-In...get ready!

Get ready for *five* of the most fun-filled, educational, relaxing and social days of the year as Sentimental Journey 2008 kicks off on June 17. The annual Fly-In has been expanded to five days this year, to accommodate the many visitors who arrive prior to the normal Wednesday first day.

Another addition to the Fly-In this year will be seaplane landing and services. In addition to the educational forums, the daily corn boil, the nightly entertainment, the fantastic food vendors, the exhibit hall and the Schrack fly-in picnic, there will be the aviators' favorites--a spot landing contest on Thursday and (another addition!) a bomb drop contest on Friday.

*Featured Airplanes for 2008:
The J-5 Cub Cruiser,
PA-25 Pawnee and PA-36 Brave*

A DC-3 "Gooney Bird" will be on hand throughout the week to offer rides and tours in the historic aircraft. Live entertainment has been lined up for all five nights of the Fly-In, and Gary's Cub Pub will be open for your enjoyment.

Come early if you're planning on camping, as campground spaces fill quickly. And be sure to purchase your Awards Banquet tickets early in the week, too.

We've added a day to the #1 grass-roots fly-in in America. That's another 24 hours of fun at one of aviation's premier events--Sentimental Journey 2008.

Bern Heimos to entertain at Awards Banquet

A few summers ago a vintage 1939 Piper Cub and its pilot, Bern Heimos, flew from Corona, California, to Lock Haven, for the Sentimental Journey to Cub Haven 2006. From Lock Haven they flew to Brodhead, Wisconsin, for the annual Pietenpol Fly-In, then on to Oshkosh to attend EAA's AirVenture. After Oshkosh they toured grass strips in the Midwest before crossing the Rocky Mountains and heading home.

Bern will join us to present his adventure and the 26-minute DVD "*Flight Home*." His photography and videos of America from the Cub will captivate you. The diminutive 12 gallon fuel tank meant 54 fuel stops to cover 5,200 miles, burning 358 gallons with a total flight time of 72 hours on the 37 day adventure. Along the way, the views flying over America undeniably speak to a coast to coast adventure every pilot needs to make once in their life.

His philosophy that "anyone who thinks aviation is just about flying is missing the adventure" is defined in Technicolor images. Every vintage aircraft pilot struggles to relate what they experience when talking to non-pilot friends. The "*Flight Home*" video goes a long way towards expressing what each of us feels flying low and slow. It provides a visual theater for gaining a true understanding of who we Americans really are.

Bern is a member of a number of EAA chapters and vintage airplane associations across America. He has been published in EAA magazines and shared this presentation with hundreds of pilots across the country. This summer, the Cub and Bern will fly across our country in search of grass landing strips as the "Heartland Adventure" begins in June 2008. A collection of his images can be found on his website www.vintageflying.com.

Join us to see and hear about a vintage airplane and its pilot's experiences. But be prepared, as you will be hard pressed not to be packing your bags and fueling your airplane for a coast-to-coast adventure shortly thereafter.



Bern Heimos and his trusty Cub



A Welcome from SJ President Cal Arter

Excitement is building as the 23rd annual Sentimental Journey to Cub Haven is rapidly approaching. Our staff of volunteers is busy finalizing plans for the Fly-In, which the Board of Directors agreed to expand to five days this year, June 17 to 21. So, fly-in activities will kick off on Tuesday and run through the annual Awards Banquet and following entertainment on Saturday night.

If Mother Nature provides us with clear skies, this should be an exciting and enjoyable year at Sentimental Journey. We'll have the usual offering of educational forums conducted by experts in their fields, our array of food vendors offering

delicious food at very reasonable prices, and don't forget the Sentimental Journey favorite--the daily corn boil. Be sure to visit our exhibit hall in the blue building, and you'll want to be on hand for the spot landing contest on Thursday and the flour bombing contest on Friday.

As always, the best aspect of Sentimental Journey is the people--from our loyal hard-working volunteers to those who fly in and drive in from all over the country and from abroad. You won't meet a friendlier group of aviation-minded people no matter where you go. Sentimental Journey is about airplanes and "airplane people." We hear comments all the time about how Sentimental Journey is the most relaxing, enjoyable and affordable fly-in people have ever attended. We're working hard to ensure that it remains that way. See you in June! *Calvin J. Arter*

Schrack Fly-In Picnic to be held in memory of Dan

The Schrack Fly-In Picnic, long a favorite fly-in/drive-in event for Sentimental Journey attendees, will be held again this year!

The event will be held in memory of Dan Schrack, a local successful dairy farmer who began the fly-in event years ago. The picnic grew in popularity, until more than 500 guests filled the Schrack hangar to feast on the family's home-cooked meals, desserts and home-made ice cream. Dan passed away just weeks after last year's fly-in.

This year's Schrack Fly-In Picnic will be scaled back somewhat. The family will offer its usual welcome and hospitality, but instead of a meal, they will offer desserts, including cakes, pies and ice cream. If you've ever tasted the Schrack family's cooking, you know that it will definitely be worth the trip over the mountain for the home-cooked treats!

If you've never attended the Schrack fly-in, just ask around for directions. You don't want to miss it.

Evening Entertainment Schedule:

June 17 -- Kwiturbitchen
 June 18 -- Lockport Drifters
 June 19 -- Keystone Society of Swing
 June 20 -- Corrine King and the Mountain Rose Band
 June 21 -- Little German Band

Sentimental Journey to Cub Haven

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Sentimental Journey

P.O. Box J-3
 Lock Haven, PA 17745-0496
 Phone: (570) 893-4200
 Email: j3cub@kcnet.org

Installing the Grove Disk Brake Conversion on your J-3 Cub

By David B. Gurkin

As the proud owner of a stock 1946 Piper J3C-65 Cub, I recently had to make an airplane stopping decision. I had a problem with the 61 year old BF Goodrich expander tube brakes. One side worked, the other didn't. Recently there have been some issues with the wheel brakes on the Cub. This past annual inspection, both master cylinders were rebuilt and a new line to the right wheel was installed but they still weren't up to par.



Although the only time you really need brakes on the J-3 is to perform the engine run-up or to stop the last few inches of movement, it can make the difference between a great day of flying or a lousy one.

Being of the mindset of keeping classic airplanes and cars as original as possible, I now had a dilemma. Do I attempt to locate used expander tube parts or convert my brake system with an updated kit? Until a few years ago owners had only one choice which was to install Cleveland wheels and brakes with the "skinny" 6:00x6 size tires. The J-3 is hangared at a grass strip, so I'd prefer to keep my original 8:00x4 tires. Now enter Grove Aircraft Landing Systems, Inc. (www.groveaircraft.com) to the rescue. They have an FAA-STC approved Disc Brake Conversion kit for J-3's thru PA-20's utilizing the standard 8:00x4 tires!

I telephoned Grove Aircraft at 619.562.1268 and gave my aircraft information to the helpful customer service representative. To complete the order, they need the following data: aircraft year of manufacture, model (J3C-65), N-Number and Serial Number. You have the option of shipping meth-



ods. I chose UPS Ground and my package arrived seven days later (California to Pennsylvania).

The shipping box contains the kit and a user friendly detailed instruction booklet.

The first item of business on page one is to inventory the contents to verify all pieces are there. Everything is here including one very handy 3/16 by 12" long drill bit used to drill the holes in the brake disc for attachment to the wheel base.

Jay Shettel (A&P / AI), the Cub's family physician, has previously used Grove Aircraft landing gear parts on a Pitts Special project. He was impressed with the simplicity and quality of those products and the Cub brake conversion kit maintains that standard.

There are no special tools required for the conversion except you must use an aircraft flaring tool which has a 37° angle for the copper tubing brake line. The more common automotive flaring tools have a 45° angle. That bit of important information is not listed in the instructions, but just be aware.

One more piece of advice is you MUST use Mil-H-5606 red hydraulic fluid. Automotive brake fluid is NOT compatible and will ruin the seals in the brake system. Prior to my purchase of the J-3, someone had used automotive fluid in one of the master cylinders and that was the beginning of my brake problems.

It takes two people to complete the conversion. Today I am Jay's assistant. Thankfully he didn't charge more for me "helping" him!

I could bore you with each intimate detail of the installation, but I won't.

The bottom line, a little over five hours after beginning this project, we were reinstalling the Cub's wheel fenders and preparing to do the next step which is to "Seat the Pads".



(Continued on Page 4)



Featured Airplane

THE J-5 STORY

By Clyde Smith, Jr.

The model J-5 was the fourth aircraft to be produced by Piper Aircraft Corporation, which began with the J-2. The J-5 was known as the Cub Cruiser.

The most unique feature of this model was that it was a three-place aircraft. The pilot sat in a single front seat and two passengers could sit side-by-side in the wide rear seat. The rear seat also had conventional flight controls, so a single person could fly or give flight instruction from the rear seat. The solo configuration was from the front seat only, however.

The J-5 was powered either by a Continental A75 or a geared Lycoming 75 hp engine. The prototype J-5 first flew in July 1939 and production began in March of 1940.

The J-5 fuselage was a standard Warren Truss type design, similar to the Cub, but much wider in the rear seat and about three inches wider in the front seat than the J-3 model. The horizontal tail surfaces were the same as the Cub, but the ruder was of the "round back" design, first used on the previous model, the J-4. The wing panels were the 16-rib wood spar design, the same as the later J-4A models. The ailerons had a distinct wedge-shaped leading edge, again like the later J-4 models, that acted somewhat as a spoiler when the leading edge protruded downward, and enabled the airplane to make a nice coordinated turn with minimal rudder input. The landing gear main frames were taken from the Cub and the shock strut system was the telescoping tube type, similar to the Cub, but beefed up slightly for the increased gross weight.

The J-5 was made in three different models. The J-5A and J-5B models used the open cowl design. The J-5C was of a closed cowl design. The J-5C model that came out in late 1941 had a 100 hp Lycoming O-235 engine. The J-5C has the suspension system located inside the fuselage, under the pilot's seat, and had a closed, pressure type engine cowl.

Due to the beginning of the war, not too many J-5Cs were built for the civilian market. A military version of the J-5C, known as the HE-1 and later as the AE-1 Ambulance models were constructed and sold to the Navy. These aircraft had a hinged "turtledeck" that when opened would allow the installation of a stokes litter with patient behind the pilot, stretching back into the upper rear fuselage area.

A fourth mode, J-5D, was built with a 120 hp Lycoming O-290 engine, but crashed during testing in early 1946, killing the pilot.

After the war was over, the J-5 model was changed to the PA-12 Super Cruiser with considerable modifications to compete in the post-war civilian general aviation market. A total of 1,506 J-5s were built in Lock Haven from 1940 to October 1945, including all the military and civilian units.

Installing new Grove Brakes *(Continued from Page 3)*

The reason you seat the pads, these non-asbestos organic composition brake pads require a thin layer of glazed material at the lining friction surface in order to provide maximum braking performance. This glazed layer is produced by the heat generated during normal braking operations, and is maintained during the life of the lining. Since new brake pads do not have this layer, it must be created by the following process:

1. Heat the pads by performing a full stop from 30-40 mph.
2. Allow the brakes to cool for 5-10 minutes
3. Test the results at full static run-up. If the brakes hold, break-in is complete. If they fail to hold, repeat steps 1 and 2 until they do. I had to repeat the test twice to achieve the desired results.

One word of caution: These new brakes are very effective. The normal heel brake pedal pressure you are accustomed to using with expander tube brakes could very easily have you in the inverted position hanging by your seatbelt at your field elevation with the Grove disc brakes!

Now that the installation is complete and the ground testing satisfactory, all is done except for the paperwork.

Grove Aircraft has made it simple by including the STC certificate with the kit. Your A&P must make a logbook entry & complete and process FAA form 337 before returning the aircraft to service.

There are NO additional Airworthiness Limitations or weight and balance calculations due to the brake conversion installation.

I have approximately 25 landings on turf and hard surfaces using the new brakes...and I'm very pleased.

How a hobby became an aviation phenomenon

By Leon E. Grumling

Barnstormers.com has emerged as the premier aviation-related classified ads site on the internet, where nearly half a million visitors per month go to buy and sell their airplanes, ultralights, projects, airport property, and anything aviation-related. With over 6,000 ads and 700 new ones posted each week, the site has become a phenomenon in the aviation community around the country, and, literally, around the world.

Lorraine Kivi operates Barnstormers.com from a second-story loft in a hangar at Gillespie Field near San Diego, where she puts in 12-hour days seven days a week. The site started out as her hobby, became her dream, then her passion, and finally, a business success after years of toil and sacrifice.

In the early 1990s, Lorraine was a San Diego area commercial real estate manager who flew out of Gillespie Field. A grandmother with middle-aged children, she decided to learn some computer skills. "I didn't have any," she said.

BARNSTORMERS.COM
Aviation's Busiest Marketplace

"And I didn't know anything about websites or the internet. I began teaching myself on a Mac as a hobby. By Summer 1995 I taught myself basic HTML, and then set up 'shop' in a 10' x 10' 'dungeon' in the back of an old Quonset hut

hangar at Gillespie Field." There she began taking pictures of restorations that were going on at Gillespie and putting them on the internet.

Her little website caught on, as web surfers found it through the search engines. Soon, she was getting emails from people wanting her to sell their airplanes. "I didn't want to become a broker," she said, "so I decided I would take their email requests and put them on one web page." The one web page became dozens, then hundreds, then thousands of pages of classified ads. Barnstormers.com grew steadily as more and more email requests came in, and as news of the site spread by word-of-mouth. With no funds available for advertising, Lorraine had business cards printed and recruited volunteers to hand them out at airshows, fly-ins and aviation events.

The website was becoming successful, but it wasn't making any money. The classified ads are free, and banner ads were hard to come by. Lorraine's dream seemed to be distant. She quit her job and took part-time work, and later had to quit that, in order to devote more time to Barnstormers.com, sleeping on the hangar's concrete floor between 5:30 a.m. and 8:30 a.m....when the hourly number of email requests was at its lowest. In January 1999, she sold her home and cashed in her IRAs to get money to continue. She moved into the old hangar (which had no bathroom), and continued working through the wee hours of the morning as emails came in from around the world.

"My own family thought I was crazy," she said. "They couldn't figure out why anyone would choose to live in a dirty old hangar. But I knew all along I had a winner, and I had to stick it out."

As the website's fame grew, it became easier to get paid banner ads. As the number of classified ads increased, more and more customers opted to upgrade their free ads to paid ads (for an additional \$5 or \$10). And many of the advertisers give donations to Barnstormers after they make a quick sale to "show their appreciation of the value of the site and to help keep it going." A year ago, Lorraine bought and moved into a two-story hangar across the field from the Quonset hut where she began her operation. She now has her very own bathroom.

The past 13 years have been an adventure for Lorraine, known as "The Baroness." She has been the victim of a CIA sting operation, because of the war birds that were for sale on her site at that time. She's been investigated by the FBI, the US Air Force, and customs. "All of them wanted to know how I was making money," she laughs. "The fact was, I wasn't!"

Barnstormers.com came under scrutiny by the Department of Defense, after it appeared that a Pakistani who was living in Tijuana, Mexico, was using the website to network with contacts in the Middle East and was selling arms to Iran. The DOD persuaded Lorraine to work with them on a sting operation to capture the man. Lorraine made contact with the Pakistani, and wound up meeting him. After Lorraine identified a picture of the arms dealer, the DOD planned his capture, with the help of the Mexican government. Mexican police arrested the Pakistani for being in that country illegally, and ordered him deported. They placed him on a plane bound for Pakistan, which, by coincidence, included a stop in Los Angeles. When the plane reached the gate in LA, the feds were waiting to arrest him. After a trial, at which Lorraine testified, the Pakistani was sentenced to federal prison.

(Continued on Page 6)



Featured Airplane

THE PA-36 STORY

By Clyde Smith, Jr.

In the mid-1960s, Piper decided to look into the possibility of producing a new ag plane—not necessarily to replace the PA-25 model, but to move into the larger aircraft market and compete with Cessna and some of the other radial engine-powered ag aircraft. Piper invited officials from some of the more prominent agricultural operations around the country to come to Vero Beach, to discuss their ideas for a new type of agricultural model utilizing many of the same safety and maintenance features as the existing model. The result was completely new aircraft design, designated the PA-36 Pawnee II.

The aircraft was much larger than the PA-25 but still utilized the steel tube fuselage frame construction, which was what the two had in common. The PA-36 had removable metal paneling on the fuselage sides and an all metal empennage with full cantilever all-metal wing panels and a new airfoil section. The fuel tanks were in the inboard wing sections with rubber cells, containing the same slosh suppressing foam that NASCAR racers use in their cars. The flaps and ailerons were all aluminum surfaces. The elevator on the prototype was replaced with a full flying stabilator, and the vertical tail area was increased on the production models. The landing gear was the spring steel design with much larger wheels and better brakes. The cabin area was larger and totally sealed with many of the same safety features as the PA-25. The engine of choice was a newly engineered power plant from Continental motors known as the Tiara 6-285. This was a geared engine in which the propeller turned at one half the crankshaft speed and was extremely smooth in operation. Thus another new addition to the Piper fleet, the PA-36-285, was certified in August 1972 in Vero Beach. Its name was changed to Pawnee Brave.

In mid 1974, the production of the Brave was moved from Vero Beach to Lock Haven, to consolidate all ag production to the Lock Haven plant. Having had many problems with the Continental engines from the beginning, Piper decided to change to the 300 hp Lycoming IO-540 power plant in late 1976. This was known as the Pawnee Brave 300. In mid 1977, Piper took the power one step farther and installed an 8-cylinder 400 hp Lycoming IO-720 engine, but de-rated its horsepower to 375 for better reliability. This was the PA-36-375, known as the Brave 375.

In the early 1980s, the market for the smaller agricultural aircraft industry-wide was depleted. The last PA-36 was built in Lock Haven in January 1983. A total of 106 were built in Vero Beach and 817 built in Lock Haven.

Barnstormers.com *(Continued from Page 5)*

Born in Lyndhurst, NJ, Lorraine learned to fly in 1969 at a cropduster's strip in upstate New York. "I was always interested in aviation," she said, "but never knew I was capable of being a pilot. A client of my husband owned a plane and took me up flying, and convinced me that I could do it. So I did it." Over the years, she has owned a Citabria, a Cessna 172, and several project planes. She currently has two projects under way...a 1930 Fleet biplane and a Bellanca Super Viking...even though she can no longer qualify for an FAA medical certificate.

In August 2000, Lorraine was diagnosed with congestive heart failure and given a maximum of five years to live. In November 2001, with that in mind, she took on a business partner, David Rose, who promised to keep the barnstormers.com website alive after her death. Together they have grown the website into what it has become today.

Barnstormers.com has become Lorraine's life, pretty much. "What I miss the most is going to different fly-ins and airshows and reporting on them," she said. "Hopefully, in the future I can find a way to decrease my workload enough to have some free time to travel again."

In the meantime, she spends her days nourishing the business that went from a hobby, to a dream, to "Aviation's Busiest Marketplace." When it comes to aviation websites, The Baroness rules!



Featured Airplane

THE PA-25 STORY

By Clyde Smith, Jr.

The PA-25 was the third of the Piper family to receive an Indian name. It was quite unique in nature, holding the distinction that it was the first volume production aircraft in the world to be specifically designed for aerial application in the agricultural market.

The Pawnee had quite an interesting conception, and was the third design that the late Fred Weick had come up with in the early 1950s. This one, however, had the backing of the Piper Aircraft Corp. Fred Weick was an aircraft designer and teacher at Texas A&M University. He had been involved with two previous designs of agricultural aircraft known as the Ag1 and Ag2, dating as early as 1949. In the summer of 1953, Piper contacted Mr. Weick and asked if he and the university would be interested in developing a new agricultural aircraft with Piper sponsorship. It would utilize some of the existing Piper production methods and parts from two currently produced aircraft, the PA-18 Super Cub and PA-22 TriPacer. A deal was struck. The aircraft known as the Ag3 was first flown in early 1955. Piper was so impressed that they hired Weick in April 1957 and made him director and chief engineer of the new research and development center, located at an old WW2 naval training base airport in Vero Beach, FL.

Weick organized a design team that went to work immediately. They finished a prototype in December 1957. Two prototype aircraft were built in Florida and then, in early 1959, production began in Lock Haven.

The Pawnee was a steel tube fabric-covered aircraft with a low-wing design. The wing panels were modified and beefed up PA-18 wings with the lift struts on the top of the wing in a compression load configuration. The horizontal tail surfaces were aerodynamically balanced and taken from the Pacer and TriPacer models. The nose cowl and engine cowling were a combination of PA-18 and PA-22 parts. The original power plant was a Lycoming O-320 engine used also on the PA-18 and PA-22 models. The rest of the airplane was unique in its design. Some of the features included a closed cabin located further aft in the fuselage for better visibility and better crashworthiness. Knife edge sections were attached to the leading edge of the landing gear legs and forward of the windshield to cut through fence wire and power lines, along with a long deflector cable attached from the top of the canopy to the top of the rudder to prevent the tail from being snagged when flying under power lines.

Heavy-duty seat belts and shoulder harness, and a “crash roll” sheet metal form was placed on top of the instrument panel to protect the pilot’s forehead in event of a crash, reducing deceleration shock. The forward portion of the fuselage was designed to collapse outward as a safety feature.

The Pawnee model first used a 150 hp Lycoming engine, followed by a 6-cylinder 235 hp engine. It finally had a 6-cylinder 260 hp engine with either fixed or variable pitch propellers. All production Pawnees were built in Lock Haven from May 1959 to March 1981. Some 5,167 aircraft were built in that time frame.

Pesticide and herbicide control changed over the years and aerial application isn’t what it used to be 20 years ago. Pawnees are still being used, but much of the market has turned to much larger, faster turbine powered aircraft. One of the more popular roles that the Pawnee plays now is as a “glider tug” or tow plane used around the world at many soaring centers. In April 1998, Piper sold the PA-25 type certificate, including spare parts and tooling, to a company in Mondoza, Argentina.

SJ Board welcomes new directors

The Sentimental Journey to Cub Haven Board of Directors has elected three new members this year. Joining the board were:

John Bryerton, head of General Aviation Technical Service, is an aeronautical engineer and has served as liaison to Piper Aviation Museum.

Frank Swinehart, an employee of Air Parts of Lock Haven, is an FAA certified instrument technician who holds an A&P license and has been a loyal volunteer at Sentimental Journey’s fly-ins and pancake breakfasts.

Rande Walters, who owns and operates Rande’s Aircraft Repair Service in Lock Haven, owns a Cherokee 140 and chairs the Fly-Market at the FlyIn.

A big Welcome! to our new directors.



HISTORIC DC-3 TO PROVIDE NOSTALGIC RIDES AT FLY-IN

A beautifully restored "Piedmont Airlines" DC-3 will bring a bit more aviation history to Sentimental Journey this year

The classic plane, owned by Carolinas Aviation Museum, of Charlotte, NC, has contracted with the fly-in to provide rides and tours throughout the week. The 30-minute rides will cost between \$65 and \$75 per passenger, with eight passengers per trip. Tours of the airplane will cost \$2 for an individual or \$3 for a family of four.

The classic began its life in 1942 as a C-47 for the U.S. Air Force. After the war the aircraft was sold as surplus and used to carry cargo by a number of operators until, in 1986, Piedmont Airlines acquired the aircraft and restored it to its original airline configuration. The exterior was painted in the color scheme and insignia used by Piedmont from 1948 to 1963. During this restoration, Piedmont Airlines added color weather radar and other modern avionics. After restoration, Piedmont, and then US Air flew this aircraft as a corporate relations aircraft until 1996. The Museum then purchased the aircraft from US Air with the assistance of many sponsors, including many ex-Piedmont Airlines employees. Since then the Museum has continued to fly the aircraft to air shows and for movie work.

The Fly-In agreed to pay fuel costs and crew expenses for the DC-3's trip to Sentimental Journey. Your Fly-In staff then contacted local businesses to chip in and cover these costs. Contributions for the DC-3 visit were received from Keystone Instruments; Dr. Betty Schantz (Partnership House B&B); Central PA Auto Auction; Nestlerods Contracting Co.; Mr. & Mrs. Scott Knisley; Miller Brothers Auto Sales; Faber Burner Co.; and Hanna Electric Co.

We hope you'll take advantage of this opportunity to become airborne in a truly beautiful, classic airliner.



Board member George Gedon goes west



Sentimental Journey lost a friend and board member when George W. Gedon passed away on March 12, 2008.

Mr. Gedon was born May 26, 1928 in Lock Haven, a son of the late Albert O. and Katherine M. Grugan Gedon-Maggs. He was married Sept. 12, 1951 at Immaculate Conception Catholic Church in Lock Haven to Antoinette T. Rinella Gedon, who survives.

George was a graduate of Lock Haven High School in 1946 and of Eckles Mortuary School in Philadelphia. He was also a 1968 graduate of Lycoming College and attended the former Williamsport Area Community College and Penn State University in the Continuing Education programs.

He was a veteran of the U.S. Army, serving during the Korean Conflict. George was a former broadcaster with WWPA and WRAK in Williamsport and was an on-air broadcaster for the former KATV. George was a reporter and editor with the former Grit Publishing Company and served as assistant public relations director for Little League Baseball Inc., before opening the Gedon Funeral Home on Northway Road, Loyalsock Township, which he sold in 1996. He also served 18 years as Lycoming County coroner.

He served six years on the Williamsport Area School Board and was a member of Saint Ann's Catholic Church in Williamsport. He was a SeniorNet Council board member, assisting in coaching SeniorNet computer classes. George volunteered with Northcentral Sight Services, where he was a radio reader. He was also an active board member of Sentimental Journey at Cub Haven in Lock Haven, serving as program editor and newsletter editor.

**The 23rd Annual Fly-In
Sentimental Journey to Cub Haven, Inc.
June 17-21, 2008**

Pre-registration and Membership Application

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: (____) _____ FAX: (____) _____ Email: _____

Fly-In Arrival and Event Passes:

I (we) will: (*prices do **not** include membership—see below*)

- Fly in · 5-Day Pass (Member).....\$30 per person
- Drive in · 5-Day Pass (Non-member)... \$40 per person
- Family Pass (Member).....\$50 per family
- Family Pass (Non-member)....\$62 per family

Aircraft Make _____ Year _____

1-Day pass available on the field for \$10 each (\$8 member)

Model _____ N# _____

Primitive camping available (showers & restrooms)

\$12 per night (pay at Fly-In)

RV Camping \$15/night

IF YOU'RE NOT A MEMBER, PLEASE JOIN TODAY.

All members have a vote in the operation of Sentimental Journey to Cub Haven plus FREE copies of *The Sentimental Journey Fly-In Newsletter*. Plus, you save money on Fly-In registration fees. If you haven't...join today!! If you're already a member, your dues are due!! (Note: Membership dues are **in addition** to the registration fees above).

Sentimental Journey Membership

Annual membership is from August-August

- Individual...\$12.00
- Family\$17.00

Payment Options: (*for Sentimental Journey Membership **plus** registration fees*)

· **Check** · **Money Order** · **Visa** · **MasterCard**

Card Number _____ Expiration Date _____

Please send completed Registration/Membership Form with enclosed check, money order or credit card number to:

Sentimental Journey, PO Box J-3, Lock Haven, PA 17745-0496

***NOTE - There will be a \$5.00 Credit Card usage fee ***

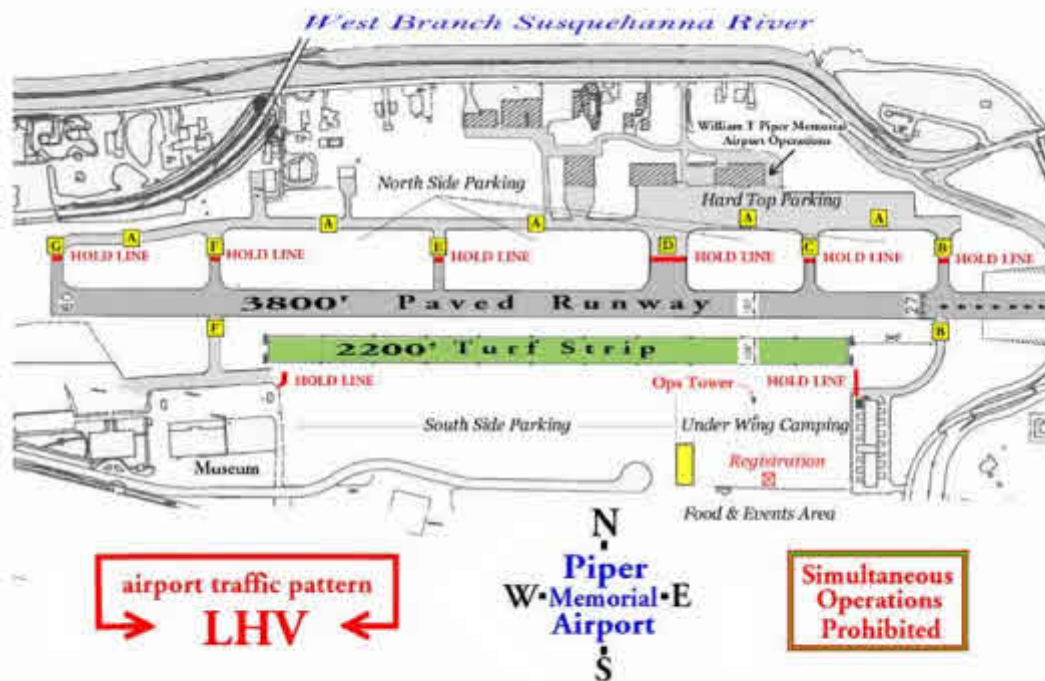
If you have any questions, please call us at (570) 893-4200 or fax (570) 893-4218

You can also email your questions to j3cub@kcnet.org

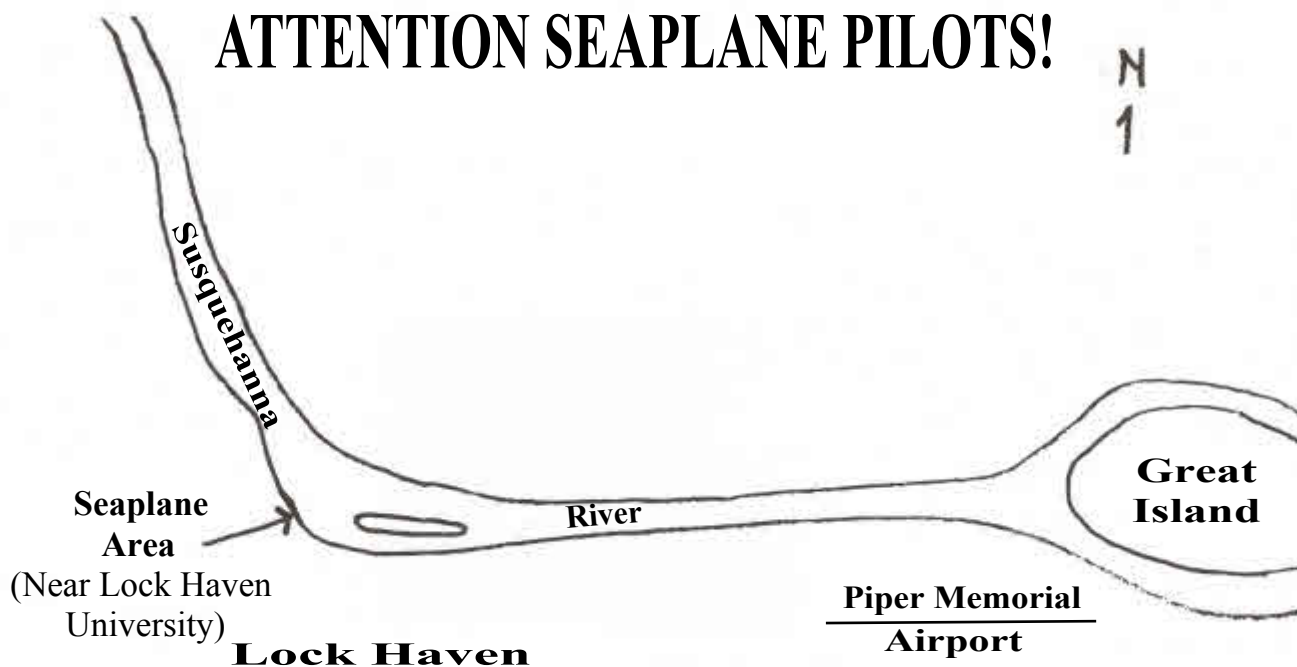
If you pre-register and find that you cannot attend at all, a rebate check will be mailed to you within 60 days of the close of the Fly-In, LESS A MODEST CHARGE for a souvenir packet that will be mailed to you. Upon request, the registration fee can be applied to the following year.

AIR OPS PROCEDURES

- Instrument approach available for Piper Airport, RNAV (GPS).
- We strongly encourage everyone to be COM radio equipped. Fly-In traffic is too heavy to safely accommodate NORDOS.
- Traffic pattern is north of field at 1000' AGL:
 - Left hand for runways 09 turf/paved
 - Right hand for runways 27 turf/paved
- Simultaneous Operations are Prohibited between turf and hard runways:
 - Stagger landings and takeoffs so that no two aircraft are on runways at same time.
 - This is a very sensitive issue with the PA Bureau of Aviation, who will be observing.
- If able on final approach, please indicate to Unicom on 122.8 your parking requirement:
 - Camping, Event, One Day, Hard-Top, Return
 - "Return" means I am registered and have parking.
 - This will cut down on radio chatter and alert ground parking crews.
- Utilize taxiways "B" and "F" while taxiing between north and south sides. Please do not cross active turf strip.
- Please hold at "hold short" lines before taking the active runway
- Parking:
 - All aircraft will be parked on the south side unless they require pavement.
 - Pavement and overflow parking will be on the north side with immediate shuttle available to and from the event.
 - Remember to bring your tie-downs
- Fuel:
 - South side - New fueling procedures in place see fuel desk at registration.
 - North side - One fuel truck will be available to fuel only attended aircraft from 0800 until 1800.



ATTENTION SEAPLANE PILOTS!



Seaplanes may tie up on the West Bank of the river, where indicated above. Transportation from the Seaplane Area to the Piper Memorial Airport may be arranged by calling 570-295-0497. Fuel will be delivered to the Seaplane Area by the university. Call ahead 570-748-5123 for conditions and restrictions on landing and take-offs.

Lock Haven Area Accommodations

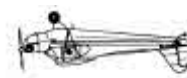
Comfort Inn / Hampton Suites RD 3, Mill Hall, PA 17745	570-726-3939
<i>Cocktail Bar. Continental Breakfast.</i>	
155 rooms, 7 miles from Lock Haven, shuttle service available.	
Travelers Delite RD 3, Mill Hall, PA 17745	570-726-3090
<i>Cocktail Bar. Limited Food.</i>	
12 rooms, near Comfort Inn, shuttle service available.	
Lock Haven Motel 300 Hogan Blvd. Lock Haven, PA 17745	570-726-4181
24 rooms, across highway from Wal-Mart, shuttle service available.	
Best Western 101 E. Walnut St. Lock Haven, PA 17745	570-748-3297
<i>Continental Breakfast.</i>	
60 rooms, 1 mile from airport, shuttle service available upon request.	
Partnership House B&B Island Route, Lock Haven, PA 17745	570-748-1990
6 rooms, 2 miles from airport, shuttle service available upon request.	
Beech Creek Furst Corner Beech Creek, PA 16822	570-962-3371
<i>Bed and Breakfast.</i>	
7 rooms, 6 miles from airport, no shuttle service available.	
Restless Oaks McElhattan, PA 17748	570-769-6035
<i>Bed and Breakfast.</i>	
2 rooms, 5 miles from airport, shuttle service available upon request.	
Gamble Farm Inn 311 N Main St., Jersey Shore, PA 17740	570-398-1981
<i>Bed and Breakfast</i>	
Webb Farm RR1 Box 441, Spruce Run Rd., Loganton, PA 17747	570-725-3591
<i>Bed and Breakfast.</i>	
4 rooms, 11 miles from Lock Haven.	
Avenue B&B 84 Susquehanna Ave., Lock Haven, PA 17745	570-748-6729
<i>Bed and Breakfast.</i>	
Carriage House B&B 439 W Main St, Lock Haven, PA 17745	570-748-5799
Wellington B&B 39 Reservoir Rd., McElhattan, PA 17748	570-769-6356
Accommodations also available in Williamsport, PA - 25 miles from KLHV and State College, PA - 40 miles from KLHV	

Sentimental Journey Fly-In June 17-21, 2008

Mark your calendars!



pennsylvania
WILDS



Fly-In Newsletter

Sentimental Journey to Cub Haven
P.O. Box J-3
Lock Haven, PA 17745-0496

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