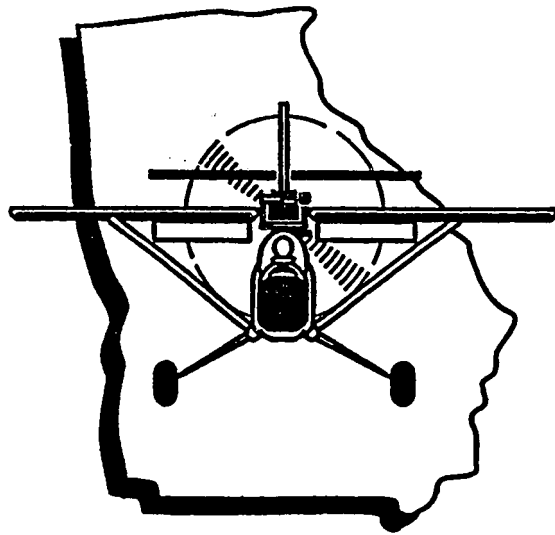


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

November 1996

MEMBERS

(If any information here is wrong, contact Bill Rouse.)

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	
Herschel W. Barker	770-443-1310	Hiram, GA	Hurricane
Norman H. Bethke	770-267-5126	Monroe, GA	Super Weedhopper
George Boerner	770-??-????	Dawsonville, GA	
David Brainard	770-938-4456	Atlanta, GA	
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	Kolb
Phillip Cataldo	404-523-5556	Canton, GA	GT-400, Bravo 40
Ben C. Cole (BFI)	770-476-1070	Suwanee, GA	Talon XP
David Corriher	770-386-2808	Cartersville, GA	Ferguson F-II
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Phantom
Ben DeMayo *	770-834-2661	Carrollton, GA	
Michael Doolittle	770-463-0845	Newnan, GA	
Kem Dunnebacke	770-338-0427	Lawrenceville, GA	Titan Tornado
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	770-604-9806	Atlanta, GA	
Bill Ferguson	770-443-2747	Dallas, GA	Ferguson F-II
Frank Flessel	404-761-8667	East Point, GA	Team Mini-Max
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	Zephyr II
Chuck Goodrum	770-426-7294	Kennesaw, GA	Flt Dgn Trike R447
Steve Green	770-977-5572	Kennesaw, GA	CGS Hawk
Kenneth Grubbs	770-267-2301	Monroe, GA	Ultra Star, Super Cub
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
Chad Hilbert (BFI)	912-923-0256	Bonaire, GA	
Don Hooper	770-642-6479	Alpharetta, GA	
Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
John Jolley	770-786-6524	Covington, GA	Ferguson F-II
Barry Jones (BFI)	770-921-0751	Lilburn, GA	Quicksilver
J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
William (Bill) Knecht	770-923-0445	Lawrenceville, GA	Talon XP
Chuck Koukol	706-896-1032	Young Harris, GA	
Jim Lanier (A&P)	770-945-2095	Buford, GA	
Robert Leatherwood	770-445-7216	Dallas, GA	Ferguson F-II
Don Loehle	770-306-1335	Palmetto, GA	Challenger I
Jerry London	770-786-8082	Oxford, GA	Fisher 404
Jerry Lynch	770-474-8211	Stockbridge, GA	Phantom
Wes Luster	770-414-1449	Tucker, GA	
Cliff McDonald	770-963-2939	Lawrenceville, GA	Quicksilver GT-400
Jim McKillip	706-548-6160	Athens, GA	Quicksilver MX
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Brad Methvin *	770-509-6753	Marietta, GA	Phantom
Dan Munson	770-not-listed	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemans Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Scott Parker *	770-908-7386	Jonesboro, GA	Weedhopper
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	Team Mini-Max
Michael Prosser	770-222-0484	Hiram, GA	Phantom
Robert Pytel	770-433-9676	Smyrna, GA	Chinook, WT II

* New members!

In This Issue

From The President's Hangar.....	2
Activity Calendar.....	2
Our Next Meeting	3
Altitude: Cheap Safety.....	4
Pilot Profile	7
Classified Ads	8

Members of the 1996 Board:

President: **Jeffrey Hatle**

Vice President: **Stan Sullivan**

Secretary/Treasurer: **Bill Rouse**

Safety Officer: **Ben Cole**

Newsletter Editor: **Steve Yothment**

Flight Operations Officer: **Ron Reese**

Librarian: **Mike Carpenter, Jr.**

Members (continued)

Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-6500	Jasper, GA	Phantom, Weedhopper
Robert Reese	770-476-9449	Duluth, GA	
Ron Reese (BFI)	770-957-6883	McDonough, GA	Challenger II
Bill Rouse	770-917-9228	Acworth, GA	Challenger
John Russel	706-802-0321	Rome, GA	Firestar II
Dana Simmons	770-579-9091	Marietta, GA	J3 Kitten
"Lucky" V. R. Smith	770-562-4338	Temple, GA	Phantom
Ralph Sullivan	770-943-5986	Powder Springs, GA	Kolb Firestar
Stan Sullivan	770-422-1318	Kennesaw, GA	Firestar
Dennis Thisius	770-467-9211	Locus Grove, GA	
John E. Wicker	770-992-2609	Roswell, GA	
Corky Valentine	770-781-2716	Canton, GA	Quicksilver MX
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

From The President's Hangar

Our 1997 Officer Election Meeting is scheduled for 1:00 PM on Saturday, November 9th. It will be held at the in Cartersville-Barnes County Airport.

During our Jasper meeting, Ben Methvin was nominated for President, Brad Methvin for Vice President and Bill Rouse agreed to continue as Secretary-Treasurer. I support these nominations. It is not too late for additional nominations. Let's all plan to attend our November meeting! This is a very important time for our club.

Our October meeting was hosted by Howard Ray, and those of you who did not attend missed some good tasting

hamburgers and hot dogs. Thanks, Howard, for your contribution and please thank all of those who assisted you! It was a great team effort!

On Saturday, December 7th at 7:00 PM, our "December Gathering" is scheduled at the Cobb Electrical Coop Community Meeting Room. (A map and instructions will be in our next newsletter.) We will be coordinating this event with the Cartersville EAA Chapter 268. This event will give us an opportunity to meet new flyers and tell them how much fun they are missing. There's nothing like flying low and slow.

See you at the November meeting.

- Jeff

GSFA 1996 Activity Calendar

The GSFA does not assume any liability for flight activities listed. Individual members of GSFA have liability for their personal sport and recreational flying. Check the GSFA voice mail system for updates on flying activities.

Month Day/Time	Coordinator	Site	Activity
November 2 9 1:00PM 16 23 30		Cartersville Airport	Membership Meeting, Officer Elections
December 7 7:00PM 14 21 28		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party

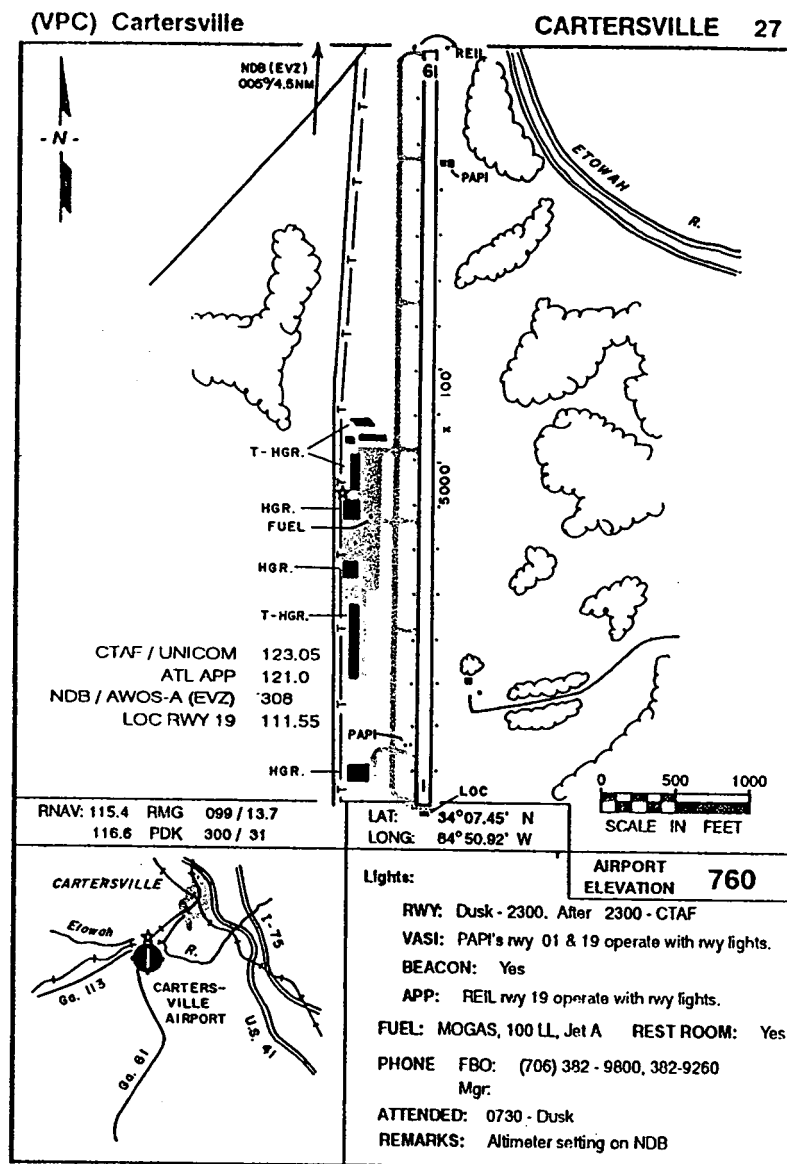
Our Next Meeting

Our next meeting is at Cartersville Airport on November 9th at 1:00 PM. In this meeting, we will elect officers for 1997.

If you drive to Cartersville Airport, take I-75 North out of Atlanta to the

Cartersville exit. Go west to the intersection of Hwy 61 and 113, and watch for signs for the Cartersville Airport.

Airport information from the Georgia Airport Directory is indicated below.



Flying 'Possums Spotted Over Cape Fear

By Brad Methvin

As the newest member of the G.S.F.A., I should be more concerned about practicing engine-out landings and learning about de-carboning my Rotax 447. I know these are important but recently, at Ferguson's, I overheard that **Stan Sullivan**, **Ben Cole** and **Greg Elliott** were going to take a trip to see the damage from Hurricane *Fran* in North Carolina. I'd been flying for two months and had well over 15 hours under my belt, had some free time... so I asked Stan, "Are you serious?, I'd like to go too!" He replied, "I don't mind..." My father, **Ben Methvin** looked kinda funny at me with a "yeah, right..." kind of expression and I came back to earth. After all, he did redesign a "Brad-proof" nosefork made from steel after I made a pretzel out of the previous aluminum one (standard Phantom issue) on my initial cross-country to the Lighthouse Restaurant. But, I still wanted to go...

During that week, I began to plot both the trip coordinates and a scheme to convince dad that I was ready. Soon, I was entering every GPS waypoint in South Carolina on my *Garmin 45* and had all the logistics figured out. **Ralph Sullivan** and his wife, **Jean** were to travel on the ground with a trailer and supplies. The forecast was clear and calm for at least 4 days. I called Stan and he still replied, "I don't mind..." Stan agreed to stay with me in case Ben or Greg "had little rabbit in 'em". My father then wanted to join us, and would have, if a business trip hadn't taken him to Vancouver that week. But I was going...

Don't forget the Walkman....

These guys, I learned, were called "Possums". I had heard stories about some wild stuff (landing on bridges, etc...) but I knew they'd all been flying over 12 years each and were still alive. Sounds like my kinda guys! I couldn't sleep at all Wednesday night but sure did wake up rarin' to go on Thursday, September 12th.

I had a 10-inch rip on my starboard wing tip from snagging Fergie's runway "vineyard" and ordered some "magic tape" to cover it up. The magic must have worn off because it was peeling and I was about to go 1000 miles. Luckily, next-door to our hangar at Cartersville Airport, we have some nice guys who have everything and can make it if they don't have it. I borrowed some fabric cement and it *was* magic. Now I wasn't going to worry every mile of the trip.

I met Stan and Greg up in the air and we headed for Mathis Field, where **Ben Cole** was patiently waiting with fuel. I introduced myself and mentioned my illustrious background and that the three of us were sticking together. He graciously agreed and all of us stayed together for the rest of the entire trip. I brought a CD walkman and put those little earphones inside my headset and squelched out the "I wonder what that is?" chatter, but could still hear them, just in case. We flew to Washington-Wilkes (GA), then to Aiken (SC), then to Manning and finally to Georgetown, S.C. After a brief landing, we went out to the beach, south of Pawley's Island and flew a few feet above the sand. Beautiful! We went back, waited for Ralph and Jean, tied-down and after 350 miles of flying that day, slept soundly at the *Day's Inn*.

Friday, we filled all of our fuel tanks on the trailer. The ground crew dropped us off and headed north, in search of a golf resort near Myrtle Beach. We planned to meet them at Ocean Isle, just north over the border in North Carolina. We flew up the coast and I have never waved to so many people before. I felt like a homecoming queen or something. Surfers, little kids, mothers, old guys with fishing rods, all stopped, looked up and waved at our squadron flying in front of the beach. Next time, I'm going to bring one of those stick-on waving hands and relax my arm! We passed Myrtle and crossed into

N.C. and flew by the beach house of my ex-wife's family. They didn't suffer any hurricane damage (good, but I definitely relaxed my arm).

"I have an engine out!"

We reached Ocean Isle, which became our home field. Stan and Greg stayed while Ben and I flew up the beach. I was in the lead when Ben squawked, "***Brad, I have an engine-out!***" My only previous experience with peril in the air was watching Dad take a face-full of rain in his *Mini-Max*, but an engine-out... this was an emergency! I turned around and **Ben's Talon** was still airborne. His engine was surging and I was the only one on the beach that couldn't hear it. I followed him about a mile up the coast and he was able to make an abrupt base/final to an unoccupied inlet. I was even more impressed by his airmanship because I aborted my first approach. I landed on the next pass and realized that I had made my first beach landing! Cool.. this was neat! Oh yeah, Ben has engine trouble, sorry... Ben systematically went through his Rotax and checked and cleaned and put it back together. We soon had some visitors and they were fascinated that we had come from WHERE?... GEORGIA??!! Ben never could put his finger on the problem but after some beach testing/sandblasting, we bid farewell to our new following. We flew back to Ocean Isle and Ben never had another problem. Ocean Isle "International" was perfect. First of all, it was free to tie-down, had a convenience store across the street (with a *SUBWAY* in it!) and it was only 6 miles from our accommodations, *Oyster Bay Golf Resort*. We had a condo that slept 6 with hot tub and faced the second hole. I joined Ralph and Jean chipping around the green until dark and regretted leaving my "sticks" at home. *(Mental note #1: bring golf clubs next time)*

"Pass the tanning butter..."

On Saturday we headed to Cape Fear. The four of us later found out that Cape Fear was really named for shallow shoals that extended 20 miles out and for the geographical cape but there was not a particular place to take a

picture of. There is an island at the point of the cape with a golf course (Bald Head Island) which can only be reached by a \$15 ferry (or \$0 Ultralight!). We passed over the tip and headed a few miles north of the waves and *wavers* and found what we were looking for... An isolated infinite beach! At low tide, no less... Now that I was a seasoned beach-lander, I was one of the first to land. Words cannot explain how beautiful, calm, safe, fun, exciting and serene beach flying is... (Well I tried, anyway...) you just have to try it yourself (or watch our video). Incidentally, we did videotape our trip with two cameras. My camera was the basic *Sony Handycam* for ground shots and Stan brought his newly purchased and tested *Hitachi* with a helmet-mounted eyepiece with anti-shaking chip and lap-mounted monitor. The aerial shots are smooth as silk and look professional. We shot many scenes with both cameras going.

Hurricane Damage

After playing around a little, we all went north to Carolina Beach and saw some of the hurricane damage. There were troops and Hummers on the beach and I even received a full-attention salute from a soldier. Ben and I later went the next day where the damage was more substantial at Topsail Beach and Surf City. The sight was breathtaking, with every other house on the beach destroyed. The sand was surged up to five blocks inland. We were lucky to be there at that time to see it just as the skies were reopened to the public. I wanted to keep going further north as the damage was worse but we were at the limit of our fuel range and had to turn around. I was to receive my first lesson in fuel economy. Before we set out on this 80-mile excursion, I had carried along a full 2 1/2 gallon can of fuel and left it with Stan and Greg on the beach. ***I SHOULD HAVE TOPPED OFF MY TANK!*** I barely made it back with less than 1 gallon to go and faced strong headwinds the whole way. *(Mental note #2: always top-off your tank if you can!)*

Payback time!

We were out of our coveted *Pennzoil* and searched all night over Myrtle Beach (*K-Mart*,

Flying 'Possums Spotted Over Cape Fear (continued)

Wal-Mart, The Dollhouse, etc...) and were finally successful (Nobody was successful at the *Dollhouse*, though). In the morning, *The Weather Channel* greeted our departure day with a grim forecast. The weather gods had finally caught up with us. We set out early as the clouds were coming towards us at 10 knots. We made our first landing at Lake City, SC which was closed, permanently. We had just enough fuel to make it to Sumter and waited an hour and half for someone to show up. Good thing, because we looked at the weather radar after refueling and we weren't going anywhere. We waited in vain and decided to tie-up and go to the *Holiday Inn*.

Ben called Shaw A.F.B. the next morning and was granted permission for us to fly directly over the base. He got a little sympathy because the winds were blowing 20 plus. As we passed the field, F-16s took off right below us. I wonder what they were thinking when they saw us flopping in the wind... They were the only ones that should have been flying this day... We pushed on to Pelion, where a 90-degree, 20 knot crosswind challenged my brief experience. Hardest landing I have made to date. We were greeted with, "WHERE?.. NORTH CAROLINA?? ...GEORGIA??!! ..FLYING TODAY?????" all the way back through

Aiken, Washington, Winder. I prayed to see 50 mph on my GPS *just once* that day... finally after splitting up with Ben, we headed to Cartersville. Stan, a man of his word, stayed with me until I landed and then went on to Ferguson's with Greg. I kissed the ground, then the plane and couldn't believe it...**I did it!** Later, Stan presented me with a "Possums from Hell" T-shirt which I wear with pride. The 'Possums have at least 35 years of ultralight flying between them.. make that 35 years and 2 months... (Oh and the glued-on patch is still holding strong, too!)

Hurricane..Tornado..What? TORNADO?

I tied up my trusty *Phantom* and went over to Ferguson's to retrieve my supplies where I was shocked to discover that one of the hangars was gone! A tornado had destroyed 3 airplanes the night before and left Stan and Ralph's (and Greg's) hangar untouched! Not even a roll of paper towels was knocked over. Stan and Greg did not recognize their own airstrip on approach. We were sorry to see Bob Leatherwood, David Corriher and Steve Green lose their ultralights in such a violent manner. It was ironic...that we left to see a *hurricane* and there was a *tornado* in our own backyard...

Pilot Profile

By Bill Rouse

My flying days actually began when I was a kid. As a family, we used to go to Atlanta Airport on Sunday afternoon to watch the planes take off and land. Why we wound up there I'll never know because my parents never seemed to like flying, but it always fascinated me. Later, when I was in the eight grade, we took a field trip to the airport and went in a Delta passenger jet (a Golden Falcon, I remember). I remember thinking how neat it would be to actually fly in a passenger jet!

After graduating from high school I went in to the Air Force where I began a four year career as an environmental specialist. Most of my work was on F-4s and A-7s. I really enjoyed working on aircraft and being in the middle on all the action surrounding air operations. Besides, it was the closest thing I could get to flying.

After my four year stint, I got out of the Air Force and worked for Southern Bell until their big layoff claimed me. I'm not really sure what, but something told me to check with the Air Force recruiter to see what was going on. Wow! I learned that they were in need of flight engineers for the C-5 and my skills in the Air Force qualified me. I couldn't believe it! (And neither could my wife!!!)

We agreed to give it a shot so off to Oklahoma I went for my first phase of flight training. I will never forget my first flight in a C-5. Imagine never having flown in a cockpit of anything and there I was, sitting in an observer's seat just aft and right between the pilot and co-pilot, head set on, taxing out and lining up on the runway about to take off in this mammoth C-5. UNREAL!!!

Well, unfortunately, my flying career

only lasted about a year and a half. I was stationed at Dover Delaware which meant I had to fly out of Dobbins one weekend a month and it just became too much hassle so I decided to give it up. I still miss it though and probably would have stayed with it had I been single.

My next flying encounter would come about 10 years later when I tried out soaring as a member of Atlanta Soaring Club, which at the time was located at Etowah Bend. I flew gliders long enough to solo a few times, but it was too restricting to have to schedule a plane a week or two in advance and not know what the weather was going to be.

Then one day at work I overheard a conversation about a next door neighbor having an ultralight. Bingo! That's when I met up with George Murphy, George Marchman, and Greg Elliot at Air Acres. They suggested I go to Sun N Fun, which just happened to be coming up in two weeks, so that I could really see what ultralight flying was all about.

Wow! Remember your first trip to Paradise City? I was on fire! I knew then I was hooked and there had to be some way I could finagle buying an ultralight. The rest is pretty much history.

I decided to build a Challenger II. I knew I would either have to obtain a pilot's license or go the instructor route so I decided on the license, which I completed in February of 1992. I can still remember one day while hooking up a glider for a tow at Etowah Bend when two ultralights landed for a short time then took off again and thinking how neat it would be to own an ultralight. Thanks in part to all my friends in the ultralight community, my dream came true.

Classified Ads

FOR SALE - Kolb Ultrastar, 40 hrs, factory welds, excellent condition. New Culver prop with hardened leading edge, Second Chantz chute, 8 gal. tanks, EGT, CHT, Alt, AS, Tach. Always hangared, \$4700.00. Call Kenneth Grubbs at 770-267-2301 (day) or 770-267-5852 (nights).

FOR SALE - Weedhopper C, unmounted, zero time, Kawasaki 440, CDI with 5-belt magnum redrive, \$3750.00. Call Scott Parker at 770-908-7386.

FOR SALE - Zephyr II, 2-place, Rotax 582, low time, loaded with every option, mint condition, \$18,000. Call Stuart Fuller, 770-443-0911.

FOR SALE - Zephyr II, dealer built with 618 engine, low hours. Call Howard Ray, 706-692-6500.

FOR SALE - Team Mini-Max, complete, ready to fly minus engine, prop, instruments. Fully enclosed. \$2,995. Fully enclosed custom trailer also available, \$800. Call Andy Isburgh, 770-483-6646.

FOR SALE - Team Airbike, factory built, Ser. # 1, new Rotax 447, mint condition, needs nothing. \$6,700. Call Brad Williams, 770-466-9985.

FOR SALE - 1989 MXL II Sport, new 503 DCDI, full pod of instruments, rebuilt, needs sails, \$8,000. Call Bo Benedict, 770-967-6942.

FOR SALE - Fisher FP-101 with Kawasaki 440 engine. \$3,500. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Quicksilver MX, Cuyuna 430, Less than 40 hours, new sails, new prop, flies great. \$2500. Call Bob Leatherwood, 770-445-7216.

FOR SALE - Quicksilver MX, Cuyuna 430, top mount engine, rudder brace, brakes, nose pod instruments, always hangared, \$2500. Call Corky Valentine, 770-781-2916.

FOR SALE - Weedhopper airframe only (no engine). New, ready to put your engine on. \$2900.00. Call Howard Ray, 706-692-6500.

FOR SALE - Spalding single-place floats with all mounting hardware and instructions, new, \$1150. Call Stuart Fuller, 770-443-0911.

FOR SALE - Rotax 532 engine with B box, dual carbs, water cooled with radiator included. Exhaust manifold and muffler included. 350 hours on engine. Runs great! \$1295.00. Call Steve Green, 770-327-2799.

FOR SALE - Rotax 503 engine, new in box with B drive. Make offer. Howard Ray, 706-692-3131.

FOR SALE - Rotax 377 FA, with gearbox and CDI conversion. Needs one piston. \$595. Call Andy Isburgh, 770-972-8999.

FOR SALE - Firewall forward kit for Hipps J3 Kitten, for Rotax 277. \$195. Call Andy Isburgh, 770-972-8999.

WANTED - 750 lb. parachute, BRS or Second Chantz, Rocket or Air. Call Larry Ramsey at 423-344-5954.

WANTED - Repair parts for Weedhopper (2-seater or Super), whole plane or parts. Call Norm Bethke, 770-267-5126.

FOR SALE - NEC 386 SX-20 Computer with 4 Meg Ram, 2 - 214 Meg HDs, 14" Color Monitor, 512K VGA Card, Windows 3.1, DOS 6.2, \$450. Call Ken Adams, 770-443-8792.

The GSFA Voice Mail System

All GSFA members have access to the voice mail system to get updates on upcoming events as well as for leaving messages to other members. Just dial 770-663-7108 and choose the number to access the information you want.

If you would like to leave a message to other members about when and where you will be flying, choose number 2, wait for the beep and leave your message. If you want to check and see if anybody has left a message as to when and where

they will be flying, after pressing 2, press *, then enter the security code (4273) and press 1 to hear messages. Don't forget to press 1 after you listen to each message to save it so that others can retrieve the message also. The security code matches the letters GASF (Ga. Sport Flyers) so it should be easy to remember. Please do not change it.

If you encounter any problem with the voice mail system, contact Bill Rouse at 770-917-9228.

GSFA Information...

The Georgia Sport Flyers Association is a non-profit organization devoted to the promotion, education and safety of ultralight flight, but encourages and accepts members from all walks of aviation. Membership is \$30.00 per year and includes subscription to the newsletter. Membership applications with payment should be brought to a membership meeting or mailed to:

Bill Rouse, Secretary/Treasurer
Georgia Sport Flyers Association
3764 Halyard Court
Acworth, GA 30102

Bill can also supply membership applications.

The newsletter (only) is available to non-members for \$20.00 per year.

Meetings are normally on the second Saturday of the month, at various locations around the metro Atlanta area.

The Sport Flyer is the official newsletter of the GSFA and is published on a monthly basis. **THE ARTICLES AND OPINIONS STATED IN THIS NEWSLETTER ARE NOT NECESSARILY THE OPINIONS OF**

ALL OF THE MEMBERS. It is the responsibility of each individual to make sure that the articles meet his or her needs and applications.

Articles from the membership and general public are highly encouraged and solicited. No material can be returned unless accompanied by sufficient return postage. To submit articles to the newsletter, send to:

Steve Yothment
612 Steeplechase Drive
Lawrenceville, GA 30244

Articles on floppy disk are preferred, but any form is acceptable. If you have a computer and modem, you can send articles to Steve at PC Plus BBS, 770-944-2470, or via Internet at address SteveYoth@aol.com.

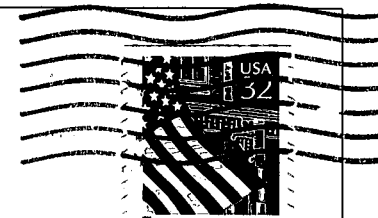
Articles for the December newsletter should be submitted by November 27th.

All other correspondence should be mailed to:

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, GA 30102

or contact any club officer.

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, Georgia 30102



Chuck Goodrum 1/97
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