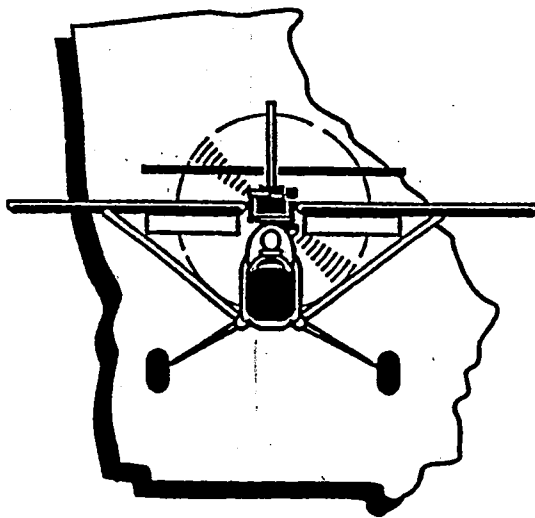


The Sport Flyer



**The official newsletter of
The Georgia Sport Flyers Association**

March 1998

The Sport Flyer

*The three most useless things in aviation?
The sky above you, the runway behind you and the gas you left on the ground!*

March 1998

Volume 4, Issue 3

The Georgia Sport Flyer Association Officers:

President:
Brad Methvin

Vice President:
Dana Simmons

**Secretary/
Treasurer:**
Bill Rouse

Safety Officer:
Phil Fasone

Search and Rescue Officer:
Phil Cataldo

Newsletter Publisher:
Steve Yothment

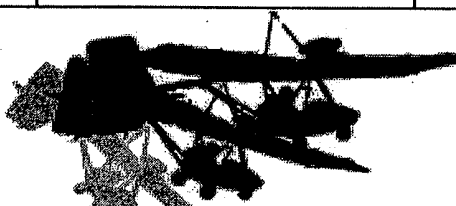
Newsletter Articles:
Phil Cataldo

The Georgia Sport Flyers Association
3763 Halyard Ct.
Acworth, GA
30102

From The President's Cockpit

Thank you for attending last month's meeting. I hope that the 30 or so of you who attended took away something from the meeting, especially the new members. Our safety officer, Phil Fasone, gave an excellent presentation on radio communications. Also, Stuart Fuller was kind enough to donate his expertise to the club in presenting a decarboning demonstration with my Rotax 447. In my opinion, he's one of the best around. Ben Cole, our member and USUA Regional Representative, discussed some national USUA issues and, as a result, the members voted to purchase insurance for the year through the USUA. We also voted to contribute \$200 for Ben's trip to the annual USUA convention in Oregon. (Ben will receive his money when he returns my gloves!)

The meeting's open forum was about FAR 103 and insurance. The insurance was agreed upon to secure a site for our Air Rally and we felt it necessary. FAR 103 will always be a controversial



From the President's Cockpit

topic. Our club meetings are perfect forums for these topics, but meetings need not be too long either, especially when there is already a full agenda.

I had an interesting adventure a week after the meeting. Ed Noble, Ben Methvin and I were flying from Mathis field with already 1½ hours on my newly decarboned engine, when I experienced some power surging while flying 2,000 MSL near Woodstock, about 17 miles from Cartersville, our home field. I spotted a construction site below as my emergency field and calculated my approach as there was some wind. I had plenty of altitude so I circled, S-turned and slipped down to the deck. After a bumpy landing, I called up to my circling

wingmen via radio that plane and pilot were OK and I would call Cartersville FBO later and give an update. I did not recommend that they land there. I then put on my detective cap and began investigating the cause of this unscheduled landing.

The first thing that I noticed was that one of the two aluminum brackets that supports the muffler had broken in half. I connect those nylon safety ties to secure my spark plug boots to these brackets and the broken one had caused the rear boot to come up (Suspect #1). I also took the carburetor apart and found no trash or water (Suspect #2).

Two policemen walked up after responding to a call about a "crash". I explained the situation, so they were friendly, showing interest about the plane and the sport.

I started the motor after making a splint out of my screwdriver to keep the bracket together and decided that the broken bracket had
(continued on page 4)

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Pilot Profile: Ben Methvin

I think I was six when the two most wondrous air machines visited my small middle Georgia town of Americus. One day I am going to look in the archives of the "Times Recorder" newspaper to find out why our town was so blessed.

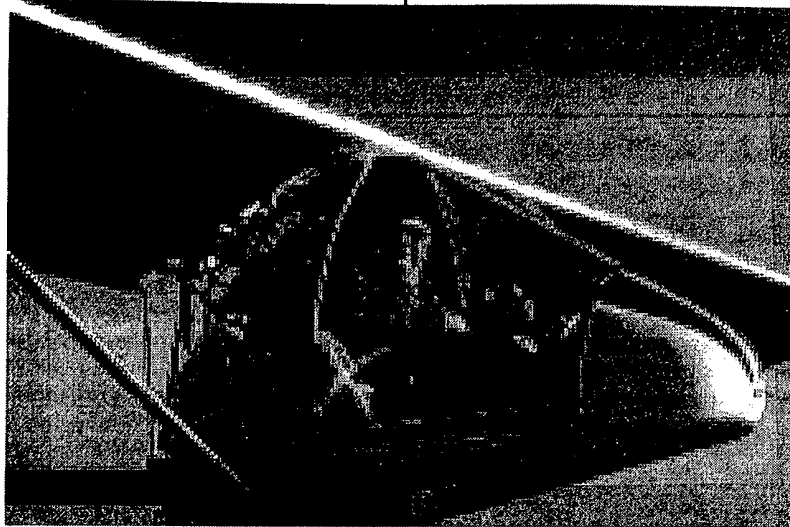
The airport was then on the very edge of the town, less than two miles from the city square. I begged my mother and an aunt to take me to see them.

Probably the most awesome was the Pitcarin autogyro with its huge rotating blades and the radial engine which pushed air into the rotors until they generated enough lift to cause the two-seater to fly. I of course had little idea of how it worked but it was sure a sight to see.

The second machine was either a Fokker tri-motor or a Ford tri-motor and it was by far the largest flying machine I had ever seen. They were giving rides for a price and my aunt bought me one of the twelve wicker seats for my first airplane ride. For the first time I saw what the birds saw of my small town. I loved it. I was hooked.

The next time I knew I had to fly was while watching with intense envy the yellow Stearmans which in good weather filled the air for miles around Souther Field. Very young British cadets were being trained to later fly the Spitfires and Halifax bombers and other of my favorite machines in World War II. The relatively good weather and the lack of German fighters in our blue skies made this a great place to train the fledgling Brits. Many months later the same barracks housed Italian prisoners of war.

I got to fly – from the front seat – a Stearman, the holiest of holies, only several years later when I was a high school student in Cairo, Georgia. The war had ended and hundreds of pilots had mustered out. One, my first real aviation hero, Earl Stockton, opened our airport in Cairo. I became an instant airport



brat. I washed airplanes, cleaned bird's nests out of engines, ran errands and built a new runway with the county tractor and harrow. Every day after school and on weekends I pedaled my way to the airport to beg rides and learn the secrets of aviation.

Earl took pity on me. One day he said "Kid you need a logbook" and took one from the shelf where his real students had theirs. It had a name already in it and on the edge. He marked the name out and put mine there. We struck a deal that I would be paid at the rate of ten cents an hour and instead of cash I would take it out in flying lessons. This was the deal of the century between a fourteen year old and an ex-P-40 pilot. I am ever grateful.

Earl liked to fly but not many people in our small town wanted to – or at least were willing to take lessons. I got many more hours than my wages deserved because when it was a slow day – most of the time – he would say the magic words "Lets go fly". We had several interesting aircraft: a Piper Cub, which belonged to the owner of the Dodge/Plymouth place; the Stearman, which was rented by only the best and richest pilots; a new Ercoupe, which belonged to one of the local doctors; and, the queen of the fleet, a

stagger-wing Beech which was used for executive flights to Atlanta, a place I had never seen. I got to fly them all – but always with someone in the other seat. At fourteen and fifteen I was not old enough to solo.

All good things come to an end. Earl and his new wife moved away to more lucrative airfields and I lost my good deal. I later soloed at Charlie Brown airport in the Georgia Tech Flying Club Aeronca. After my freshman year at Tech I was impressed into the USAF by way of the Georgia Air National Guard. I applied for air cadets but was turned down due to less than perfect eyesight. Going back to Tech, getting married and working at Lockheed to pay for my schooling left little time or money for further flying.

Over the next 30 years, raising four great kids, getting them educated and traveling the world selling Lockheed JetStars and Hercules in over 70 countries took up most of my time. Flying remained a dream until I met Pierce Day who was leaning over a beautiful MiniMax at the Cartersville airport. It was love at first sight – the airplane – not Pierce.

Pierce told me there was nothing to flying a taildragger with only 26 horsepower. I believed him.

- Ben

Calendar of Events for 1998

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 and Day | Activity | Coordinator | Location |
|--|---|------------------------------|---|
| March 7 14 21 28 | Membership Meeting - 1:00 PM (with aircraft inspection) | GSFA | South Expressway Airport, Jonesboro, GA |
| April 4 11 18 - 25 19 - 25 25 | Membership Meeting - 12:00 PM Trip to Sun 'N Fun Sun 'N Fun Fly-In | GSFA Ben Methvin EAA | Rome Airport, Rome GA Lakeland Linder Regional Airport, Lakeland, FL |
| May 2 9 9 16 23 29 - 31 | Membership Meeting - 12:00 PM State Line Fly In Trip to Jones Light Airfield (?) Light Blue Angels Annual Fly-In | Ron Reese Brad Methvin | Mallard's Landing Jones Light Airfield, Smith, AL (?) Pensacola, FL |
| June 6 13 20 27 | GSFA Air Rally '98 Rain Date for Air Rally Trip to Chilhowee | GSFA GSFA Brad Methvin | ? ? |
| July 4 11 18 25 | Membership Meeting - 12:00 PM Trip to CSF in Tennessee (?) Trip to Talladega (?) | GSFA | Pickens County Airport, Jasper, GA |
| August 1 8 15 22 29 | Membership Meeting - 12:00 PM Trip to Jekyll Island | GSFA Brad Methvin | Ferguson Field |
| September 5 12 19 26 | Barbeque & Membership Meeting - 12:00 PM Trip to Cape Fear /Kitty Hawk | GSFA Brad Methvin | Wheeler Field (Winder Airport for the Barbeque) and Paradise Falls |
| October 3 10 17 24 31 | Membership Meeting - 12:00 PM Shane Smith Octoberlight '98 Trip to State Line Airpark (?) | GSFA Corky Valentine | South Fulton Airport Lucedale, MS |
| November 7 14 21 28 | Membership Meeting - 12:00 PM Trip to Perry, GA (?) | GSFA | Cartersville Airport, Cartersville, GA |
| December 5 12 | Annual Christmas Dinner - 7:00 PM | Brad Methvin | Cobb EMC Building, Marietta, GA |

Our Next Meeting

The next meeting of the GSFA will be at 1:00 PM on Saturday, March 14, at South Expressway Airport in Jonesboro, GA.

To get there, take I-75 S from Atlanta to Tara Blvd (US 41). Go through Jonesboro and cross GA 54. One mile on the right is the airfield. Call 770-471-0534 if you can't find it.

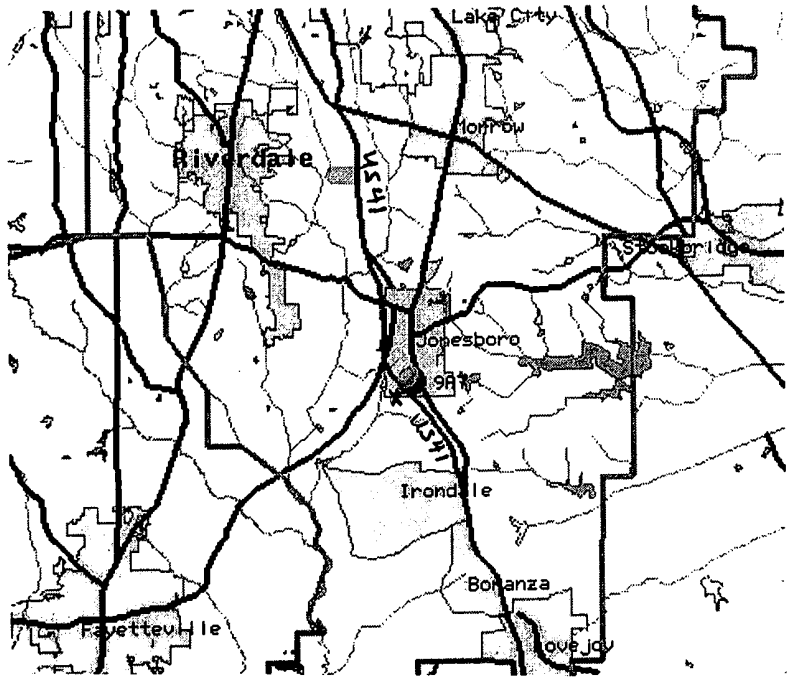
If you're flying in, the coordinates are 33° 30.220' N, 84° 21.349' W. The Unicom frequency is 122.8 MHz. Elevation is 920 ft. Runways are 6 and 24.

Included in the meeting will be the following activities:

- Formation Flying
- Courtesy Aircraft Inspection.

Lunch will not be served. Please have lunch before the meeting.

See you there!



From the President's Cockpit (continued)

caused the boot to come off the sparkplug, giving me the "Willies". I prevented that from happening again. Problem solved. ...or was it?

I took off and called Cartersville Unicom to let them know that the Phantom was in the air. I had 17 miles to go and felt relieved.

About 4 miles from home, as I crossed the little mountains near I-75, I was visited again by the surge-monster. This time I was directly over mountainous terrain with few landing options. Fortunately, I had climbed to around 2,500 feet and had a little gliding room as the engine wouldn't cooperate with my throttle hand. I was getting some power but losing altitude and coached (prayed) to that little motor to get me over the hill to the friendly fields of our "playground".

It was still sputtering when I finally decided to land next to the road and called my Dad to come

take a look. He drove up later and this time we were both clueless. I tested the motor after doing the 'ole carburetor check again and decided that the friendly fields below would make it safe enough to nurse the Phantom to its nest. It ran fine, so I took off again and made it to the hangar.

The following day we took a good look at the fuel system and noticed that the fuel filter was clogged, containing water and particulate. I remember taking on some fuel at Mathis that we'd brought along and I emptied the fuel can in my Phantom (Suspect #3). Maybe the broken bracket was not a *cause*, but a *result* of the bumpy landing.

It appears that the fuel system would gradually clog up after time and needed replacing, so the mini fuel filter and fuel lines were completely replaced. It looks like we solved the mystery, but it can be

very frustrating to pin down the cause of these incidents. The only way to be sure is to test fly in the vicinity of your home field until you're satisfied.

What can be learned from this? Clean fuel is truly vital to all who fly. We will now use a filtered funnel ("Mr. Funnel" in the CPS catalog) from now on and I am purchasing the best filter that will not clog. Practicing emergency landings has paid off.

Practice landing from 1,000 ft AGL often; it should be second nature! Carry a toolkit. I would've been grounded otherwise. Having a good radio made others always aware of the situation. Altitude was my friend. I was lucky!

Hope to see all of you at our next meeting at South Expressway. It should be a good fly-in; be sure to check your fuel systems.

- Brad

If any information here is wrong,
please contact Bill Rouse.

The Membership List

Aircraft in *italics* are
in flying condition.

| Name | Phone | Location | Aircraft | E-mail Address |
|---------------------|--------------|-------------------|-----------------------------------|------------------------------|
| Kenneth Adams, Jr. | 770-443-8792 | Dallas, GA | Ragwing Special | k-cadams@juno.com |
| Harold Barrer * | 770-975-8323 | Acworth, GA | | hbbarrer@mindspring.com |
| Allen Benson | 770-386-4797 | Cartersville, GA | N3 Pup | |
| Norman H. Bethke | 770-267-5126 | Monroe, GA | <i>Super Weedhopper</i> | |
| George Boerner | 706-216-3348 | Dawsonville, GA | | |
| Donald Brennan | 770-414-5863 | Tucker, GA | <i>Zephyr II</i> | donaldbrennan@sprintmail.com |
| Vinaj Bose | 770-723-1542 | Tucker, GA | | |
| Lloyd Burns | 770-467-3658 | Greensboro, GA | Hurricane | |
| C. F. Callahan | 706-235-0644 | Rome, GA | <i>Challenger II</i> | |
| Mike Carpenter, Jr. | 770-460-7566 | Fayette, GA | <i>Kolb Firestar II</i> | |
| Mike Carpenter, Sr. | 770-997-0702 | Riverdale, GA | <i>Kolb Firestar II</i> | |
| Charlie Carter | 706-216-6652 | Dawsonville, GA | <i>Phantom</i> | |
| Phil Cataldo | 404-607-0706 | Canton, GA | <i>Quicksilver GT-400</i> | user480949@aol.com |
| Tim Caviness | 770-962-7337 | Suwanee, GA | <i>Challenger I</i> | |
| Ben C. Cole (BFI) | 770-476-1070 | Suwanee, GA | <i>Talon XP</i> | bencole@mindspring.com |
| David Corriher | 770-386-2808 | Cartersville, GA | <i>Ferguson F-II</i> | |
| Eddie Crawford | 770-957-5710 | Locus Grove, GA | | |
| Jack Day | 706-234-3816 | Rome, GA | Tierra | |
| Pierce Day (BFI) | 770-591-7284 | Woodstock, GA | <i>Hurricane</i> | pday@mindspring.com |
| Kem Dunnebacke | 770-338-0427 | Lawrenceville, GA | | |
| Kent Elder | 770-474-0834 | Stockbridge, GA | Mini-Max | |
| Frank Eck | 770-953-2231 | Marietta, GA | | |
| Phil Fasone | 770-442-3121 | Alpharetta, GA | <i>Phantom</i> | fasonep@powersolv.com |
| Scott Fisler | 770-966-1711 | Acworth, GA | <i>Phantom</i> | |
| Frank Flessel | 404-761-8667 | East Point, GA | | |
| Stuart Fuller (AFI) | 770-443-0911 | Dallas, GA | Prototype Amphibian | Stuart.Fuller@sprintmail.com |
| Chuck Goodrum | 770-426-7294 | Kennesaw, GA | <i>Jet Wing Trike</i> | trikes@mindspring.com |
| Kenneth Grubbs | 770-267-2301 | Monroe, GA | <i>Quicksilver MX</i> | |
| Joe Harber * | 770-???-???? | Roswell, GA | | jharber@norrell.com |
| Jeffrey Hatle | 770-251-2080 | Sharpsburg, GA | | jhatle@aol.com |
| Armand Hebert | 770-886-9555 | Cumming, GA | <i>Quicksilver MXL</i> | |
| Don Hooper | 770-887-3432 | Alpharetta, GA | Kasper-Wing | drhoop@ix.netcom.com |
| Glen Horne | 770-720-1877 | Canton, GA | | |
| Andy Isburgh | 770-483-6646 | Conyers, GA | <i>Mini-Max 1600R</i> | |
| John Jolley | 770-786-4774 | Covington, GA | <i>Ferguson F-II</i> | |
| J. D. Jones | 770-969-9399 | Fayetteville, GA | <i>Team Hi-Max 1400Z</i> | |
| Charles Kirtland | 706-295-1974 | Rome, GA | <i>Spitfire</i> | uflyer@aol.com |
| Chuck Koukol | 706-896-1032 | Young Harris, GA | | |
| Robert Leatherwood | 770-445-7216 | Dallas, GA | <i>Ferguson F-II</i> | |
| Don Loehle | 770-306-1335 | Palmetto, GA | Challenger I | |
| Jerry London | 770-786-8082 | Oxford, GA | Fisher 404 | |
| Wes Luster | 770-414-1449 | Tucker, GA | | |
| Jerry Lynch | 770-474-8211 | Stockbridge, GA | <i>Phantom X-1</i> | fantom@bellsouth.net |
| Larry Maynard | 770-667-9638 | Alpharetta, GA | <i>Titan Tornado II</i> | |
| Cliff McDonald | 770-982-9668 | Grayson, GA | <i>Max-Air Drifter</i> | acsatl@mindspring.com |
| Ben Methvin | 770-509-6753 | Marietta, GA | <i>Mini-Max, Kolb Firestar II</i> | adakb@aol.com |
| Brad Methvin | 770-509-6753 | Marietta, GA | <i>Phantom X1</i> | bmeth@sphere-i.com |
| John Mockridge | 770-684-0921 | Taylorville, GA | | |
| Dan Munson | 770-516-5925 | Woodstock, GA | <i>Tukan Trike</i> | |
| George Murphy | 770-886-9274 | Cumming, GA | <i>Ferguson F-II</i> | gmpossum@mindspring.com |
| Frank Nadolski | 770-926-9752 | Kennesaw, GA | Siemens Schuckert D1 | |
| Dub Newman | 770-422-4183 | Kennesaw, GA | | |

* means New Member!

Classified ads are available to members at no cost for their personal ads.

Classified Ads

Commercial ads: Members: \$1/line
Non-members: \$2/line

FOR SALE - TEAM MiniMax, Rotax 277 - 28 hrs on new engine. Extremely well-built, proven (3 trips to Florida). Battery, Storage, Pull-start. Custom Built, fully-enclosed trailer with lots of extras included. \$6000. Ben Methvin, 770-509-6753

FOR SALE - Newly assembled 2-seat Weedhopper trainer with 12 hrs TT. Has 503 DCDI with black and orange sails. \$6,500. Call Scott Perkins, 770-973-3860

FOR SALE - Recently imported '98 french 3-axis Weedhopper, fully enclosed, streamlined cabin, never assembled kit with shock absorbing landing gear, no engine, \$8,500. Call Scott Perkins, 770-973-3860.

FOR SALE - Phantom, custom, loaded, 503CDI, 60 hrs TT, black, Warp drive, CB, full gauges, Garmin 45, Hagar mags, aerial smoke kit, always hangared, \$8500 obo. Call Steve Palleson, 706-794-9210, or beep at 770-697-0470.

FOR SALE - Challenger II CWS, 582, BRS, full panel, redundant fuel system, strobes, tundra tires, Back Forty landing gear, new cushions, always hangared, full Stitts, fiberglass nose, complete with GPS, USUA registered, \$15,000. Call Ron Reese at 404-914-1262 or 404-619-5900 evenings.

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 - Team Mini-Max 1100R with 277, brand new, \$4950, mint condition. Andy Isburgh, 770-483-6646.

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

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

Isburgh, 770-483-6646.

FOR SALE - Ray Jefferson PL-99 Loran, \$50. Call Denny Thisius, 770-467-9211.

FOR SALE - Handheld airband radio, Narco HT830, 10 presets, VOR, AC adapter, rubber ducky, \$250. Can trade for GPS or loran + cash. Call Bennett Liles, 770-474-1241.

FOR SALE - 32' W X 24' L hangar (can be extended), new, erected on your site. \$2500. Call Verle Rinehart (not a dealer), 770-460-7321.

FOR SALE - Warp Drive Props - Let me order your prop from Warp Drive at 20% discount. Call Pierce Day, 770-591-7284.

WANTED - I would like to share an enclosed hangar with anyone near Monroe, Winder or Stn. Mountain. Phillip Vandorme, 770-879-6202.

Members (continued)

| Name | Phone | Location | Aircraft | E-mail Address |
|----------------------------------|--------------|--------------------|---------------------|----------------------|
| Ed Noble (BFI) | 770-457-9583 | Chamblee, GA | Ferguson F-II | |
| Scott Perkins | 770-973-3860 | Marietta, GA | Weedhopper, B1RD | |
| Loren K. (Pete) Pettis | 706-647-6654 | Thomaston, GA | Team Mini-Max | |
| Lanny Porter * | 770-307-5894 | Bethlehem, GA | Airborne Edge Trike | |
| Michael Prosser | 770-222-0484 | Hiram, GA | Hummel Bird | |
| Robert Pytel | 770-433-9676 | Smyrna, GA | Chinook | |
| Howard Ray (BFI) | 706-692-6500 | Jasper, GA | Flightstar II | |
| Robert Reese | 770-476-9449 | Duluth, GA | | |
| Ron Reese | 770-957-6883 | McDonough, GA | Challenger II | |
| Verle Rinehart | 770-460-7321 | Fayetteville, GA | Ferguson F-II | |
| Bill Rouse | 770-917-9228 | Acworth, GA | Challenger II | challenger4@juno.com |
| John Russel | 706-802-0321 | Rome, GA | | |
| Dan Ryson * | 770-975-7926 | Acworth, GA | Challenger II | |
| David Shaw, Jr. | 770-974-0611 | Acworth, GA | | lshaw@mindspring.com |
| Dana Simmons dana@hotmail.com | 770-579-9091 | Marietta, GA | J3 Kitten | bam_bam- |
| Dan Streib | 770-419-0440 | Kennesaw, GA | | |
| Ralph Sullivan | 770-943-5986 | Powder Springs, GA | Kolb Firestar | |
| Dennis Thisius | 770-467-9211 | Locus Grove, GA | | |
| Corky Valentine | 770-781-2916 | Canton, GA | Weedhopper | |
| Phillippe Vandorme * | 770-879-6202 | Stone Mountain, GA | | |
| John E. Wicker | 770-992-2609 | Roswell, GA | | |
| Steve Yothment | 770-339-8394 | Lawrenceville, GA | Kolb Firestar II | SteveYoth@aol.com |

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 access to the internet, you can send articles to Steve at SteveYoth@aol.com.

The deadline for submitting articles is 2 weeks before each monthly meeting.

All other correspondence should be mailed to:

**Georgia Sport Flyers Association
3764 Halyard Court**

The GSFA Web Page

The GSFA has a web site at:

<http://www.geocities.com/capecanaveral/6742/index.html>

The web site has pictures, stories and lots of information about:

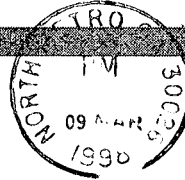
- The Next Meeting
- Weather
- Other Ultralight Websites (Dealers, Avionics, Clubs, Organizations, etc...)
- Classifieds (GSFA and other great sites)
- Club Calendar

Updating your personal information...

In order to keep all member's personal information current, please review your name, phone number, plane and email (if applicable) and call, email or mail any changes to:

**770-917-9228
challenger4@juno.com
Bill Rouse - GSFA
3764 Halyard Court
Acworth, GA 30102**

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, Georgia 30102



**** PLEASE RENEW !! ****
Chuck Goodrum 1/98
2009 Jebbs Court
Kennesaw, GA 30144

02

