

GEORGIA CANOEING ASSOCIATION



P. O. Box 7023, Atlanta, Georgia 30309

July 1974

NEWSLETTER

Volume VIII, No. 6

Deadline for the August newsletter is July 19. Mail copy to:

Mary Catherine Ford
1225 Church Street, C-3
Decatur, Georgia 30030

DYNAMITE IN WOODALL SHOALS

The vicious keeper hydraulic in Woodall Shoals on the Chatooga National Wild and Scenic River was recently made more dangerous to canoeists and rafters by the ignorant action of local rescue workers. Attempting to remove the body of a drowning victim that they presumed to be still caught in the hole 48 hours later, the workers discharged 12 sticks of dynamite in the very worst part of the hydraulic. This method of recovering drowning victims may be familiar to readers of Mark Twain, but we know of no case where it has been successful. Rather than bring up the body, the blast served to make the rapid immeasurably more dangerous to any unsuspecting rafter or canoeist who might attempt to run it in the future. The vicious sucking action of the hydraulic is much greater than ever and will exert a much stronger hold on anything or anybody that gets near or in it. Aside from turning a stopper, sometimes keeper hydraulic into a fulltime keeper, the blasting also cracked and broke many of the rocks in the river leaving sharp, jagged knife-like edges to rocks that had been worn smooth by thousands of years of natural wear.

This type of action cannot be tolerated and it is the responsibility of the managing agency, the U. S. Forest Service to see that such an incident is not repeated. Responsibility and authority over the actual riverbed itself is not clearly defined but is shared in various proportions between the three states and three National Forests in which the Wild and Scenic River corridor lies. Neither the States or the National Forest Districts involved claim any responsibility for the blasting. Joe Tanner, Georgia Commissioner of Natural Resources, as well as many Forest Service administrators contacted, expressed their strong opposition to the blasting and any other action that would change or alter the Wild and Scenic River. The responsibility of preventing such an occurrence in the future must be clearly defined by the agencies involved and should be administered by the managing agency, the U. S. Forest Service.

You should express your feelings on this matter to :

Joe Tanner, Commissioner of Natural Resources
270 Washington St., S. W.
Atlanta, Georgia 30334

Pat Thomas, Forest Supervisor
Chattahoochee National Forest
P. O. Box 1437
Gainesville, Georgia 30501

---Cleve Tedford

GWF BOARD OF DIRECTORS' MEETING

Affiliate members of the Georgia Wildlife Federation are warmly invited to attend the Board of Directors' meeting on Sunday, July 28, at Unicoi State Park near Helen, Georgia. The meeting begins at 10 a.m. and should last approximately three hours. GWF has reserve rooms in the lodge if you would like to stay over Saturday night for pre-meeting activities. Rooms accommodate 4-6 people for approximately \$20 per room. Call Unicoi for reservations.

NATIONAL OPEN CANOE CHAMPIONSHIPS, AUGUST 10 & 11

Nantahala River, Aug. 10 -- Slalom (open boats only), Aug. 11 -- Wildwater. The slalom race will be held in the vicinity of Delabars Rock. The wildwater race will start at the Power House, portage approximately $\frac{1}{4}$ mile around Wesser Falls, and continue into Lake Fontana. We hope the GCA will be well represented in this race. An application for the race is enclosed. Additional race information and requirements will be sent with the application receipt.

GEORGIA CANOEING ASSOCIATION TO HOST THE NATIONAL OPEN CANOE
WILDWATER CHAMPIONSHIPS --- Aug. 10-11, Nantahala River

Last August our club's bid to host the 1974 Open Canoe Championships on the Nantahala River was accepted by the American Canoe Association. Two other clubs were bidding to host the race, but we won out of these reasons:

- (1) The Nantahala River was recognized as an outstanding race site;
- (2) The Southeast was recognized as a section of the country with many top competitive paddlers who might not participate if the race remained in the Northeast and Midwest;
- (3) The GCA was recognized as an outstanding club with race sponsorship experience and certainly capable of handling a national race.

We worked for two years to get this race and now it is here. WE MUST DO A GOOD JOB BECAUSE:

- We've said we would;
- We're capable of doing it;
- And with everyone's help we will do it.

Let's attend the race workers meeting to be held on July 9th at 7:30 p. m. in the Scout Hut behind Peachtree Road Methodist Church---Claude Grizzard

IN MEMORY OF BOB GOEKE

We lost our gentle giant, Bob Goeke, in Crack-in-the-Rock on Section IV of the Chattooga on Sunday, June 23rd. We mourn the loss of our Vice President---a good man and a good friend. Bunyon-sized Bob had a heart to match his size and was ever ready to provide a helping hand and to kid us into laughter. He was a man of faith and courage and unusual kindness, and the loss of his companionship is the loss of a significant amount of human warmth and joy. We extend our deepest sympathy to his family.

In lieu of flowers, contributions in behalf of Bob Goeke's family may be made payable to the Green Acres Baptist Church, marked for the Bob Goeke Fund, and sent to the church, 2085 Barnett Shoals Road, Athens, Georgia 30601--Maureen Maloney

GCA GUIDE BOOK AND DIRECTORY

The 1974 Club Manual and Directory is out and there is not one word to identify Maureen Maloney as the Editor who spent countless hours compiling and typing all the information. It was an overwhelming job for which there were few volunteers, and we all feel that Maureen has given us something that we can be very proud of and get tremendous use from.

Credit must also go to Bill Close for the excellent cover for the Directory. Bill photographed the cover shot during the May training session on the Upper Chattahoochee and did the additional lay-out work. The kayaker in Bull Sluice on page 26 was shot by Tom Lines, and the picture of Tom Lines in the slalom gate on the inside back cover was taken by Cleve Tedford.

We want your comments on the Booklet and ask that you notify the Newsletter Editor, Mary Ford, promptly of any corrections that need to be made.

COHUTTA MOUNTAIN LEGISLATION

State Representative Phil Landrum is supporting important legislation which will designate the Cohutta Mountains a wilderness area. Most important is his attempt to include the 7,000 acres which contain the Upper Jacks River. If you would like to express your personal support of this legislation, please write Phil Landrum, State Representative, 2308 Rayburn House Office Building, Washington, D. C. 20515

"EXTRA-CURRICULAR" WEEKEND TRIPS

On weekends when club trips are as far away as the Chattooga or on very rough waters, call the Closes WEDNESDAY OR THURSDAY evenings only to see if a trip is being planned for the Toccoa, Etowah, or somewhere on the Chattahoochee. Do not call at their offices but at their home: 373-3945.

JULY TRIPS

(PLEASE SEE 1974 GUIDEBOOK AND DIRECTORY FOR RIVER DESCRIPTIONS)

Saturday, July 6, NANTAHALA (CLASS II-III)

PREREGISTER: With Dale Bergen at 377-2970.

Sunday, July 7, ? ? ?

We will decide Saturday what to run on Sunday. Could be Nantahala or perhaps Chatooga, Section III. Trip leader will be camped at Brookside and word will be left at Nantahala Outdoors Center.---Dale Bergen

Saturday, July 13, UPPER CHATTAHOOCHEE (CLASS I-III)

PREREGISTER: By Thursday, July 11, with Bronwyn or Carter Fowlkes for information on when and where to meet (255-4110).

Sunday, July 14, CHATTAHOOCHEE FAMILY FLOAT

Meet at Morgan Falls and float to the Perimeter Road and/or continue to Hwy 41. Indicate your wishes when you register with leaders Anna Belle and Bill Close. Bring lunch and beverage, life preservers, rain gear, and dry clothes to be left in car. Directions: From Atlanta, drive north on Roswell Road (Hwy. 19) to approximately 4 miles north of Sandy Springs. Turn left on Morgan Falls Road and meet at parking circle at end of road.

PREREGISTER: With the Closes by Thursday, July 11, at 373-3945 (evenings only).

Saturday, July 20, CHATTOOGA, SECTION III (CLASS II-IV)

PREREGISTER: With Dave Garrity for additional details (634-1847). This trip will be a training session for intermediate open canoeists, not a "formal" session, just on-the-river training. Register early so we know how many instructors will be needed. Others welcome, too, of course.

Sunday, July 21, CHATTOOGA, SECTION II (CLASS I-II)

PREREGISTER: With trip leader, John Krickel, for details (633-6962)

Sunday, July 21, CHATTOOGA, SECTION IV (ADVANCED/EXPERT)

No leader for this trip; however, Larry Rudisill would be interested in organizing a trip with other interested, qualified boaters. Call 1-404-234-9446.

Saturday, July 27, TOCCOA RIVER

A beginner's to intermediate's river, but only for those who can swim. See Guide Book, page, 25, for description. We will be going this trip from Deep Hole to the bottom at Asta Road, although it will be possible to take out half way at Dial for those who want a shorter run. Indicate to the leaders, Anna Belle and Bill Close, whether or not you will be taking both sections. Directions: Pick up Hwy. 60 north out of Dahlonega. Stay on 60 and meet at the riverside at Deep Hole Park.

PREREGISTER: With the Closes at 373-3945 by Thursday, July 25 (evenings only).

Sunday, July 28, ETOWAH RIVER

PREREGISTER: With Bronwyn or Carter Fowlkes (255-4110) by Thursday, July 25, for information on where and when to meet.

NOTE ON JULY SCHEDULE FROM YOUR CRUISEMASTER

We were not able to arrange for a trip to the New and Gauley rivers this month. It might be possible to run them later in the year, however. I would like to make a list of persons interested in rafting or boating (decked only) these two rivers in the event we can fit them into our schedule. Please call me (Dale Bergen) at 377-2970 if you want to be included.

WANT ADS

For Sale: One used Old Town K-1 (high volume) mold, \$125. Good condition.
Call Frank Bonner at 432-0465.

For Sale: New Lettmann Mark IV kayaks, \$250 each; two new Lettmann downriver Kayaks, \$235 each; one new Prijon Olympia 400 kayak, \$200; contact Roger Scott, 8147 Savannah Hills Drive, Ooltewah, Tenn. 37363. Phone (615) 238-4867.

For Sale: One barely used High Performance Lettmann Mark V kit. Has been built and has ethafoam pillars. \$150 or best offer. Call Hugh Hilliard at 636-9042.

For Sale: Nearly new Pavel Bone kayak, used less than a dozen times. In perfect condition and built with extra strength for running heavy water. \$200 (includes flotation bogs). Also, 81", right hand control Norse paddle--perfect--\$20.
Call Zack Bergen, 377-2970.

TRIP REPORTS

ALAPAHA RIVER TRIP---May 25-28

After an exciting four-day trip on the Alapaha River, we felt some of the other members might be interested in a report of the trip: The weather was ideal when we departed from Hwy. 135 near Willacoochee as our three-canoe party started the 83-mile trip southward to Statenville. The first day was one continuous bend after the other, each one a new and exciting view of white sandy beaches with overhanging tupelo and cypress trees. Our first camp was at Hwy. 168 on a large sand bar where the fishing and swimming were excellent. Our second day was much the same as the first and by the time we made camp, we had completed 40 miles. After an early start the third day, we encountered our first whitewater, which was a pleasant change from the previous two days of flatwater paddling. The first rapids were fairly rough and although due to our heavy loads we took on some water, all made it without any difficulty. The rest of the day was a combination of rapids and flatwater. The river straightened out during this section and we made our best time completing 32 miles before making camp just south of Hwy. 187. The last day's stretch was rock ledges with beautiful ferns and springs which formed small waterfalls. We reached Hwy. 94 at Statenville shortly after noon and were picked up by Mr. Rentz, who had put us in. Anyone making the trip should contact Mr. Rentz in Howell, Georgia, as he will put you in the river and keep your vehicle at his home until you phone him to pick you up.

Those making the trip were: Jimmy and Duff Dunagan, Don and Audrey Dailey, Bill Mangum and Carol Naylen.---Jimmy Dunagan

UPPER CHATTAHOOCHEE---June 2 (gauge reading 2.6)

After an overcast morning with drizzle, the skies cleared and the day was nearly perfect. The run was made with only minor difficulties at Buck Shoals and 3-Foot Ledge. The 2.6 reading on the gauge gave us easy clearance for most of the rocks.

Those who joined our trip were: Don and Callie Pendergrast, open C-2; Phillip Kenny and wife, open C-2; Anna Belle and Bill Close, open C-2; Gary and C. H. Meggs, open C-2; Buffy Burks, open C-2; Don Bodley, open C-1; and John Marshall, open C-1. Decked boats were Mary Goodson, Ann Merry, Carter Fowlkes, Allen Neely, Vicky Becker, Gwen Bergen, Jim Starrett, Nip Harris and myself.

A special thanks to Don Bodley of Chattanooga and Don Pendergrast of Atlanta who provided transportation to the put-in for approximately one-half of our group. Thanks to Gary and C. H. Meggs who ran sweep.---Tom Green

BROAD RIVER---June 9

The rain god reared its ugly head in threat, but it was unsuccessful. The day was glorious, perfect for tanning, and the air was filled with the scents of wild flowers. The river was way up along the banks and made for some interesting chutes, especially on the last set of rapids.

Anna Belle and Bill Close ran a good sweep. At one ledge, three canoes had an impromptu meeting as their canoes suddenly seemed to lose sight of water in the midst of a ledge. One kayaker tried his good luck a second time in the rapids at the rock island (where we lunched) and ended "down" with a dunk. Two canoes upset and found the water colder than expected, but a few hearty souls went swimming at the lunch spot, obviously preferring the cold water.

Getting all the cars down to the take-out made for an easy shuttle. I hope the driver of the green Historical Society truck, who pulled far to the side of the road at the take-out, was able to extract his vehicle from the trench without too much trouble.

Everyone was so pleasant and cooperative that it made my first effort as a leader an easy job. Our group consisted of: 17 canoes, one decked C-1, and 2 kayaks. Running tandem were: A. C. Marshall and Ace; Anna Belle and Bill Close; Frank Dudley and Pat Brooks; Frank and Jerry Blackburn; Tom and Frank Blackburn, Jr.; Don and Phyllis Pendergrass; Tim McPhail and Jerry Johnson; Will and George Haugen; Tom and Chuck Fuller; Lloyd and Greg Boyett; Robert and Valerie Doyle; John Vignale and Eileen Lange (leader). Running solo were Larry Cook, Sterling Holbrook, Gandy Glover and Randy Taylor, while Walter Haugen ran in a C-1. In kayaks were Stacy Lange and Bryant Striggon.---Eileen Lange

Members of GCA:

Two weeks ago the Southeastern U. S. Championships were held on the Nantahala River. Supposedly, this race was sponsored by the GCA. Instead of a smoothly run, well-staffed race, a poorly manned event was presented to competitors from all over the U. S. The Saturday slalom, due to begin at 9 a.m., finally began at noon. The slalom course was not completed. The wildwater race started one hour and fifteen minutes late. No timers were available. This is considered the top race in the Southeast.

On August 10 and 11 the GCA will sponsor the NATIONAL OPEN CANOE CHAMPIONSHIPS on the Nantahala. The executive committee of the GCA went to great lengths to bring this race to the Southeast, and the Nantahala was chosen as the best river. We must have the help and cooperation of the GCA membership, whether competing or not, to make this race a success. The image of the Georgia Canoeing Association must be maintained by the presentation of a fantastic race to paddlers from all over the U. S. A dozen people can not be expected to do the work of 100.

On Tuesday, July 9, at 7:30 p.m., there will be a RACE WORKERS MEETING at the Scout Hut behind the Peachtree Road Methodist Church, 3180 Peachtree Road, N. E. One hundred plus people are needed to fill positions for this National Championship. Hopefully, all positions will be filled at this meeting. If you are unable to attend, please drop Tom Lines a note at 1185 Paces Forest Drive, N. W., Atlanta 30327, indicating your desire to help. We would rather cancel the National Open than to have a poorly staffed race.

Tom Lines
Scott Price
Bronwyn Fowlkes

Here is a nominal list of positions: Timers (22); scorers (20); gate judges (36); slalom course set up (week prior to race) (12); results (12); starters (12); safety (18); registration (6); pre-race help (6); and misc. (10).

THINGS and OTHER-THINGS

by

Marvin Albitz

Keeping in mind the mixture vs compound concept, lets' look at a couple of the predominate construction theories.

'THE BUNDLE THEORY'

This approach rests on the principle that although one small stick is easily broken, many small sticks, bundled together, resist an applied force. This method produces boats with five to eight (or more) layers of cloth. It is trivially true that eight layers of any cloth are stronger than one layer of the same cloth, but at some sacrifice. The most obvious is that an eight layer boat is heavier than a one layer boat. What is little known, or simply unappreciated, is the problem of inter-laminar shear. This is known by us as delamination, which is the results of applied forces, which causes two contiguous parts of a body to slide relative to each other in a direction parallel to their plane of contact. In other words, a bread and jelly sandwich condition exists. This multi-layer technique carries the seeds of its' own destruction, as it were. While more strength (layers of cloth) is added --- more weakness is being introduced via this 'shear'. About like walking up a down escalator.

But, it is said, the 'bundle theory' works. Yes, after a fashion. Brute force techniques always work, one way or another. Lets' take a closer look at the 'shear' phenomenon. If I place my hand on top of a book lying on a table and push parallel to the table top, the book will be sheared out of shape. The stress exerted is called the shearing stress and the deformation which is produced is called the shearing strain.

stress is defined as unit force (F) per unit area (A)

$$\text{or stress} = F/A$$

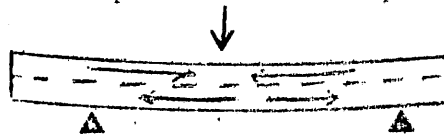
strain is defined as the amount of displacement (s) per distance (d)

$$\text{or strain} = s/d$$

The shearing modulus (R) is the ratio of stress to strain:

$$\text{or } R = \frac{\text{stress}}{\text{strain}} = \frac{F/A}{s/d} = \frac{Fd}{As}$$

It can further be seen in the drawing that a two layer laminate subjected to pressure (or force) exhibits both stretch and compression. The top layer is compressed and the bottom layer is stretched.



What kind of forces are we dealing with? For the moment we will ignore hydrostatic pressures and the angular velocity of a tight eddy turn (which is impressive) and take a simple case of Kinetic Energy where:

$$E_k \text{ (in foot-pounds)} = \left(\frac{1}{2}\right) \frac{m \text{ (lbs)} v^2 \text{ (ft}^2 / \text{sec}^2)}{32 \text{ (lb / slug)}}$$

It can easily be shown that a boat running Nantahala Falls can achieve a velocity of 20 feet per second. Now boat and bags can easily weigh 35 lbs and paddler 175 lbs, hence, m = 210 lbs

$$\text{therefore: energy} = \left(\frac{1}{2}\right) \frac{210 \text{ (lbs)} 20^2 \text{ (ft}^2 / \text{sec}^2)}{32 \text{ (lb / slug)}}$$

$$\text{energy} = 1312 \text{ foot pounds}$$

Even the simple forces can become impressive in a hurry!!!

In other words, the inter-laminar shear and the resultant delamination is not only predictable, but can be pre-computed prior to actually making a boat. We are not really confined to guesses and blind trial and error techniques after all. Of course we must know a little more about our materials than just how to pronounce the exotic sounding names. But more about the materials later. There is yet another mind-teasing theory.

'ECLECTIC THEORY'

The a priori principle of this theory holds that various materials will blend together with each contributing its' best feature(s) to the composite lay-up. Like so many things, there is an element of truth in this theory, an assumption, and, depending upon the individual, a whole lot of wishing.....

The Truth? Well, of course any given material's best feature will be present in the composite structure.

The Assumption? That these various materials will blend together in the desired way. (some will - some may - some will not)

The Wish? That all of the undesirable characteristics,
"Shall fold their tents, like the Arabs,
And as silently steal away."

And, unfortunately, we did not lose our good friend 'inter-laminar shear' by merely switching theories; we just picked up a couple of other problems to make our lives miserable.

Before we can properly inspect this latter theory, we must know something about our materials. With more information, we will be better prepared to delve further into the 'bundle theory'. So much of what passes for knowledge in this area, are really opinions, beliefs, and frequently, merely wishes. I must confess that, at times, it is quite difficult to tell the difference; particularly if I am ignorant of some basic facts. That then is the point of this series --- to present some basic facts.

At this point we must begin to inspect some of the chemistry of our materials. Do not dispare, for we will merely bounce along the top, inspecting a few terms and general concepts. The trip should be quite rewarding -- no longer will we be confronted with exotic terms and vast unknowns, but each material will be neatly named, catagorized and packaged for our use.

Next will be a rather definitive presentation of some of the cloth materials with graphs and comparative analysis. In concluding this section, I will ramble along in a general essay to high-light the more salient points. Hopefully, if all goes well, we will see an approach to constructing a good boat; not through brute force techniques, but rather an appeal to skill and cunning.

I guess that everyone has noticed that I have thrown a lot of cold water out in these last two issues, but I will bet that it got some attention. Beware, gentle reader, that I too do not burden you with mere opinions, beliefs, and wishes.

ALL MEMBERS---PLEASE NOTE

Please check your name and address on the newsletter. If any corrections are needed, please contact Phyllis Crowley at 921-8353. And don't forget that there are GCA patches and decals available for your boats, cars or wherever you want to stick them. Give Phyllis your order.

WILL YOUR LIFE PRESERVER SAVE YOUR LIFE?

Not if it isn't worn properly nor if it is a poor fit. If you own a Featherchuck-type preserveer and you know it is long in the body for you, fold it up from the bottom so that it won't gap above your shoulders. If yours is the type that laces, pull the laces to a snug fit and tie securely. Of course, it shouldn't be so tight that it constricts movement or breathing. But there is no point to being in a preserver that floats up over your face as you bounce down the rapids or is riding so high that it impedes your climbing back into your canoe, as has occurred to one of our canoeists on a recent trip.---Anna Belle Close

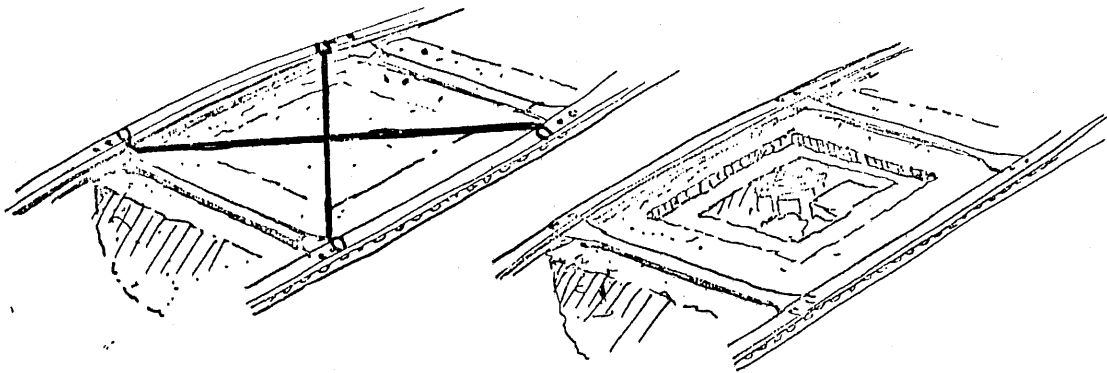
HOT AND COLD RUNNING CANOE

A. C. Marshall has come up with an ingenious idea which he displayed to a group of canoeists on a recent trip, and has consented to its being shared with other club members.

He had scooped out an area of the styrafoam flotation block to make a cold storage place, complete with ice, for his lunch and drinks. It is covered by a close-fitting wooden lid set down on a ledge so that the top of the lid itself is flush with the styrafoam. He plans to carve out another area for hot foods. In fact the possibilities are many and challenging, limited, of course, by what too much honeycombing would do to the strength of the block.

The lid fitting is crucial. It must be air- and water-tight; and being flush with the surface of the block presents a minimum of resistance to the force of the water in case of an upset. The lid is held in place by strong elastic straps criss-crossed over it and hooked onto the gunwales.

This may not be the first such use of the flotation, but A. C. is to be thanked for calling it to the attention of fellow GCA'ers.---Anna Belle and Bill Close



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