

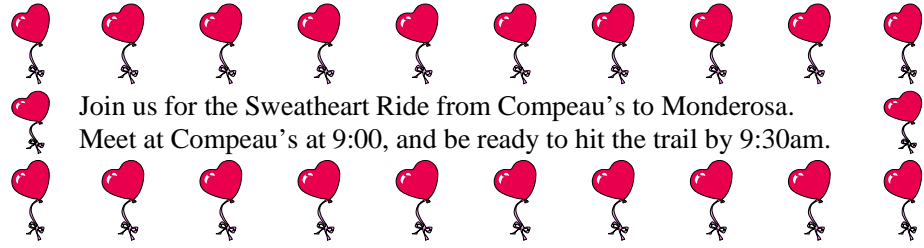
❖ Snow Travelers ❖

Volume 2004-2005 Issue 5

February 2005



February Meeting
Wed, Feb 16, 7:00pm
Compeau's



Join us for the Sweetheart Ride from Compeau's to Monderosa.
Meet at Compeau's at 9:00, and be ready to hit the trail by 9:30am.



Greetings to all,

We have board officers, finally. We even got a Treasurer/Secretary. Things are looking up. We've got a big ride on the 12th folks. The Sweetheart Run to the Monderosa in Nenana is always popular and folks are inquiring so we are expecting a good showing. The ride is about 116 miles round trip with a gas up in Nenana and a buy your own meal at the Mondo. Plan on leaving Compeaus by 10am and being on the trip all day.

Folks, on March 5th we will be co-hosting the Chena Lakes Rondy as we have for several years. If anyone is interested in assisting with the event please contact me or John Johnston. Our numbers and e-mails can be found on the web site and in the newsletters. Flyers will be posted and an ad will run in the newspaper. We need pallets and/or scrap wood for the bonfire if anyone has some laying around. They can be delivered to the Corp of Engineers office at the flood project or let us know and we will see if we can arrange a pick up. There is a host of events taking place: a fun drag race, a swap meet, avalanche beacon competition, kids rodeo (120cc machines for the kids to ride) and more. It's a nice way to spend a Saturday. Come join us. Take a look at our ride calendar as well. We've got some neat rides coming up including a run to McLaren River Lodge and Cantwell.

On a sadder note we had an incident in the North Pole area recently that involved a snowmachine and dog team. Seems a young fellow got tangled up with the dogs and dogs were injured and killed. A real bad deal for all. I would like to remind all riders to be aware and cautious of other trail users. The rules of trail etiquette dictate that the user with the best mobility gets out of the way. Snowmobiles give way to dog teams and horses. Skiers give way to snowmobiles. Hikers give way to skiers. ETC... You get the picture. However, sometimes it is easiest for the snowmobile to yield to oncoming traffic. Pull over, stop and allow the dog team, skier or hiker to maneuver around you will prevent any mishap. Watch for blind corners and be extra careful if your in an area frequently used by dog teams such as Two Rivers area. Be safe, stay healthy.

Dean Allen, FST Pres.



FST Associate Members

- Arctic Man Ski/SnoGo Classic
- Backwoods Lodge
- Beaver Point Lodge
- Big John Inc (The Furnace Doctor)
- Chatanika Lodge
- Compeau's Inc.
- Denali State Bank
- Fairbanks Motor Sports
- Fairbanks Realty, Inc.
- Flying Dutchman Plowing
- Gary L Sawdy, DDS
- Helpful Handyman
- Northern Power Sports
- Polaris Outpost
- Regency Court Mall
- Tangle Lakes Lodge
- Tatonduk Outfitters

Show your support for the businesses that support us!
Please review the membership expiration date on your newsletter. We want to keep your business's name on this list



Fairbanks Snow Travelers Contact Numbers

- | | |
|--|----------------|
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| Vice Pres: | Gerald Goodman |
| Secretary: | Rick Webb |
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| Snow Travelers Home Page: | |
| www.snowtravelers.org | |

Compeau's

Right on the River • Right on the Price

From Parts
To Tips



JETTING

Introduction

Jetting is a common topic that you will hear thrown around by many snowmobilers. The focus on jetting is beginning to take a back seat to new technology. Even with the modern advancements in fuel delivery systems this topic still remains one that most have an opinion on and usually base it on misinformation. I hope with this article some of the mystery is cleared up about what really is going on in the carburetor and fuel system.

Basics

To start this off what is jetting? Jetting is referring to the passages in the carburetor. These are calibrated passages that have removable inserts and outserts that change the diameter of the passageway. By changing the diameter we can vary the amount of fuel delivered at that given throttle opening. All motors will have a minimum that they need to run. When you give the motor too little fuel it is called a lean condition and to the other side it is called a rich condition when there is too much fuel. The complication of this mixture begins when we change the conditions we ride in. Alaska offers a wide array of conditions with elevation changes, vast temperature changes, types of fuel offered and engine RPMs will all have an effect.

Read the rest of Rodney's jetting tips on-line at www.compeaus.com

Rodney Vesper
Compeau's Inc

Compeau's Has It All!

HOW TO
DIAGNOSE
YOUR
SNOWMOBILE
PROBLEMS



Visit us on-line, or give us a call at 1-800-478-7669, we'll help solve your snowmobile woes.

COMPEAUS.COM

Trail report: White Mountains Trip

We left the parking lot at 28 mile Elliott around 10:30 and headed to the Wickersham Creek Trail Shelter. I have to say the first 5 to 6 miles of the trail are in terrible shape, lots of bumps and dips.

We took a small break at the Wickersham Creek Trail Shelter and then headed towards the Borealis-LeFevre cabin. This part of the trail was a in better shape. Found some nice powder along the way.

We ended up at Caribou Bluff Cabin, 29 miles per odometer.

The weather was great and the scenery was wonderful. We saw a bull moose who still had his antlers on, much to my surprise and a cow with twins was hanging out on the hill side just across from the Caribou Bluff Cabin.

The ride back, as always, was much faster.... So although we didn't make it to Colorado Creek Cabin, we did get a good 60 mile RT ride in and had a great time with some good folks.

Pictures and ride report by John Johnston



Valley Center Ride Report

The weather was great, somewhere between 2 and 10 above, the trail was groomed out of Chena Lakes and a good portion of the trail towards and within Valley Center area.

We had a total of 16 sleds show and then ran into Eric and 2 others for a total count of 19.

The fields at about mile 19 (Winter Trail) was great with lots of powder to play and get stuck in We did both...and the Winter Trail was in fairly good shape as well.

If your looking for a good little place to eat, try Mia's. It's about 1/4 mile before Valley Center on the north side of Chena Hot Springs road. I had a Musher's omelet and coffee for \$8.95 and I almost couldn't eat it all, a breakfast recommendation. Not sure how the rest of the menu items are, but if they're as good as the Musher, then I would definitely give them try.

All in all it was a great day to ride and a good short day trip. We didn't continue up the valley to Angel Creek as there was a dog race going on and we didn't want to get tangled up with them. The trail over Table Top wasn't open yet, so no alternative route. Maybe next time we'll either start earlier and go all the way to Angel Creek or start at Valley Center. Submitted by John Johnston.



01/15/05 Ride report

Greetings,

If anyone was going to miss a ride this was the one to miss. I pay homage to Rick Webb, he kept us on the right path time and time again. 7 of us left the lodge in temperatures around -5 and by the time we returned it was -20 and dropping. With the fire line that was cut, unbroken trail, low visibility from falling snow and cold weather I missed trail turns on several occasions. Traveling through the subdivisions is not obvious either. Bottom line is your best bet is to take someone with you that knows the trail. The trail itself is excellent and under warmer, clearer circumstances it would be an excellent ride choice. The folks at Chatanika Lodge do a nice job of maintaining the trail. We turned back to the lodge just past the top of Haystack mountain. We were sitting in the middle of the fireline cut watching the cold front come in over the White Mountains. That was kind of cool. A stark line all the way across the horizon with crystal clear blue sky on one side (the cold side) and DARK low clouds on the other. It was like taking a white wall and painting half of it a dark gray color. Very stark, very ominous because we knew what was coming with all that clear sky. By Sunday afternoon the temp at Chatanika was -36.

Dean Allen

January General Meeting Notes

A) Location - John J. is checking into the library meeting room for availability. If it is not we will contact AGC as a default. John will advise Caroline so she can get it into the newsletter.

B) Speakers -

- a) Gerald is going to speak with BLM and see if they would like to address our group.
- b) John L is going to contact Alyeska Security.
- c) Dean will contact the Chena Lakes Corp for a presentation on Chena Lakes and Ron Luttrell for an avalanche awareness presentation.

Trailsources.com

We voted to decline their offer. A copy of the e-mail was cc'd to all board members.

2005 Rondy:

The results of the Tim Feaval/Dean Allen meeting were shown to the board members. A Rondy meeting will be scheduled with Chena Lakes Corp and the Eielson club.

Cripple Creek project:

Dean e-mailed John Haas for a "draft" letter of support for us to review. We will submit our letter of support based on the draft.

Advertising:

Gerald is going to pursue the 3 companies that have paid for advertising. They are: Polaris Outpost, The Sled Shop Compeau's. As soon as we have the details nailed down he will give them to Caroline for inclusion into the newsletter. He is going to pursue the business card direction in the future. It would be a flat charge per newsletter to put a business card in. The attempt would be to fill a full page or more with cards every letter. This system takes a lot of the work out of advertisement and is cheap to sell.

From www.snowmobile.org, FOR IMMEDIATE RELEASE Contact: Ed Klim HASLETT, MI (Nov 9, 2004)

Why Do We Go Snowmobiling?

Yes, it's our time of the year when we get to do what we love to do --Go Snowmobiling!!!

Folks who don't snowmobile often ask us, "Why do you love to go snowmobiling?" Our response is quick, enthusiastic and concise. We go snowmobiling to enjoy the outdoors with our friends and family. Sometimes we view snowmobiling as a life-style activity, enjoying the challenge, the invigoration and the exercise.

Most days, snowmobiling is simply our winter recreation choice and lifestyle activity. We live in the snowbelt and snowmobiling is what we do in the winter. Snowmobiling is a part of our social life, and is very important to those of us who don't enjoy sitting in front of a television or a computer screen. Snowmobiling is our cabin fever relief and our escape.

Snowmobiling is the time we spend with our families. Snowmobiling is when your 22 year old son and daughter show up at the door and want to spend the weekend with their mom and dad. Yes, snowmobiling brings the family together and brings the kids home from college or the big city. Snowmobiling brings home the grandchildren and all their questions. There are many activities that are a big part of snowmobiling that we all enjoy - whether it's the hot dog cookout in the middle of the woods, the hot chocolate next to the clear, fast flowing stream, or sitting by the fire or in the hot tub following a long day snowmobiling.

Universities questioned snowmobilers trying to understand why we enjoy snowmobiling as much as we do. The main reasons we give for our love of snowmobiling are:

We snowmobile to view the beautiful scenery.

We snowmobile to be with our friends and family.

We snowmobile to get away from usual demands of life.

We snowmobile to be close to nature and learn the land.

We snowmobile to reduce tensions.

We snowmobile to experience the solitude and go to places that only snowmobiles can take you to in the winter.

The snowmobile community is busy working on a new effort to tell the non-snowmobiling world why we snowmobile. We are always looking for real life reasons as to why people snowmobile, so if you have some special thoughts that you would like to share with us, please visit our web site at www.snowmobile.org and send us a short note on why YOU go snowmobiling.

There will be more on this important subject. Let's all get ready for a great winter, filled with fun and many memorable moments.



Here's some photos of how we spent our day today. This is crossing the Chatanika on the Yellow, (Chatanika to Haystack) Trail. Think the ice is thick? Better be sure.

Chuck

Here is a safety tip from John Johnston:

Although the temps were pretty low this week, I'm sure there are still some thin ice spots on the rivers and maybe even some of the lakes.

The online video the link below takes you to is a good review on what to do and not to do if you do fall through the ice.

Suggest anyone who runs the rivers to watch.

<http://www.exn.ca/video/?Video=exn20020325-icewater.asx>

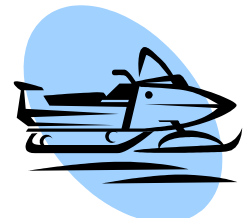
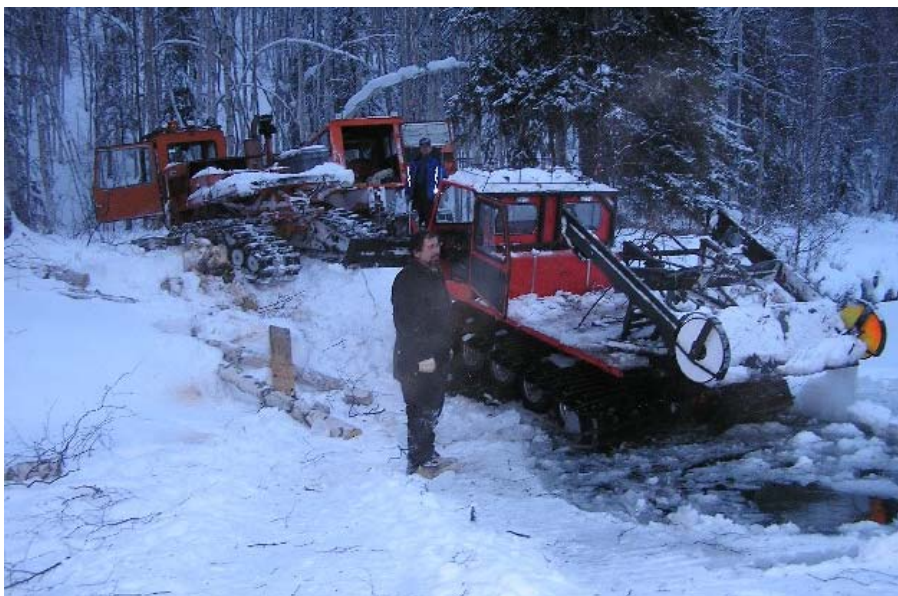


Current Board Members

Here is the list of current board members.

- | | |
|----------------|---------------------|
| Dean Allen | Pres |
| Gerald Goodman | Vice Pres |
| Crystal Goula | |
| Chris Haydon | |
| John Johnston | |
| John Lubben | |
| Rick Webb | Secretary/Treasurer |

Looks like Dean will be our Fearless leader for another year. Gerald, thanks for backing him up! And a BIG HEARTY THANKS to Rick Webb for joining the board, and signing on as the Secretary/Treasurer. Let's give a warm welcome to the new board members Chris Haydon and John Lubben. Thanks everyone for volunteering to help out on the board!



For Immediate Release
Contact: Kris Fister (907) 683-9583

Additional Areas of Denali National Park and Preserve Open to Snowmobiling for Traditional Activities

Recent storms have brought additional snow to Denali Park and Preserve and the Superintendent has determined that there is now adequate snow cover for the use of snowmobiles for traditional activities in all the 1980 additions to Denali National Park and Preserve. The open areas include the park and preserve additions north and south of the Alaska Range. Riders are reminded that all lands within the former Mount McKinley National Park on both the north and the south sides of the Alaska Range are closed to all snowmobile use by federal regulation.

Even though areas of the park and preserve are now open for use, it is the rider’s responsibility to avoid locations where wind or topographic conditions may have reduced snow depth and created situations where damage to vegetation or soils could occur, or where vegetation is taller than the protective snow cover.

While there is enough snow cover to allow use, riding conditions are potentially very dangerous due to recent heavy snowfall and the warmer than normal temperatures. There are many areas of thin ice or open water and avalanche hazard could be high due to wind crusts or ice layers in the snow pack. It is important to avoid steep slopes, narrow valleys, and ravines. Also, the warm winter temperatures this year mean that many waterways could still be dangerous for travel and extreme caution is advised.

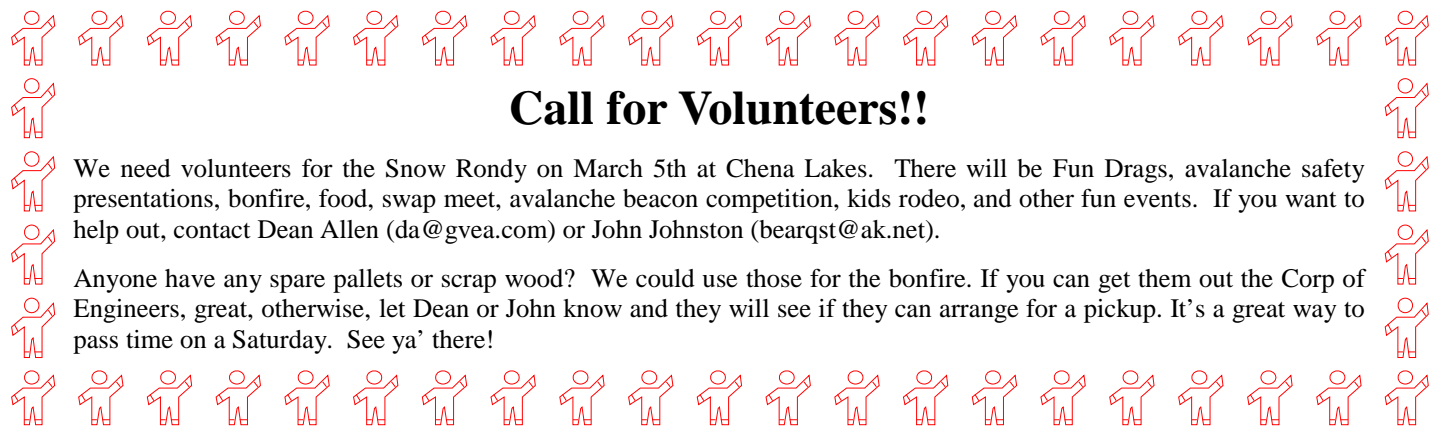
Winter weather in the Alaska Range can change very quickly and become severe, with high winds and temperatures well below zero. Park rangers stress the importance of bringing survival gear on all trips into the backcountry and informing friends or relatives of your travel plans. Remember to assess local conditions before venturing into the backcountry.

Riders are also reminded that federal regulations require that riders do not:

- * Intentionally disturb or frighten wildlife.
- * Operate a snowmobile that makes excessive noise.
- * Operate a snowmobile without a headlamp and red tail lamp
- * Operate a snowmobile ½ hour before and after sunrise/sunset or when persons and vehicles are not clearly visible for 500 feet.
- * Operate a snowmobile in excess of 45 miles per hour or racing.

Snowmobile operators must be at least 16 years of age unless accompanied and supervised by a responsible person 21 years of age or older. The supervising rider must keep the other rider in sight and may not supervise more than one person at a time. Alaska State statutes also require that snowmobiles be registered and numbered. Riders must report accidents resulting in injury to or death of a person, or property damage by the quickest means to park rangers.

For additional information, including current weather and backcountry conditions, call Park Headquarters at (907) 683-2294 from 8:00 a.m. - 4:30 p.m. weekdays and 8:30 a.m. - 4:30 p.m. on weekends. The Murie Science and Learning Center is open from 10:00 - 4:00 p.m. daily as a winter visitor center, providing visitor information and backcountry permits. Park information is also available on the web at www.nps.gov/dena.



Call for Volunteers!!

We need volunteers for the Snow Rondy on March 5th at Chena Lakes. There will be Fun Drags, avalanche safety presentations, bonfire, food, swap meet, avalanche beacon competition, kids rodeo, and other fun events. If you want to help out, contact Dean Allen (da@gvea.com) or John Johnston (bearqst@ak.net).

Anyone have any spare pallets or scrap wood? We could use those for the bonfire. If you can get them out the Corp of Engineers, great, otherwise, let Dean or John know and they will see if they can arrange for a pickup. It’s a great way to pass time on a Saturday. See ya’ there!

From John Johnston:
Hello All:

So far we have received 2 tentative requests for help with the Yukon Quest trail.

If anyone is interested, please let me know by e-mailing (John) at bearqst@ak.net or (Dean) at da@gvea.com.

This is actually a fun experience for sledders. Riding up Eagle Summit to open and mark the trail could be a once in a lifetime experience and a story to tell your grandkids, especially if you have to open up the trail after a good snow dump... :

We received the following from the Peter Kamper:::

Hello, first I should introduce myself. My name is Peter Kamper, dog drop manager for the Yukon Quest Sled Dog Race at Mile 101 Steese Highway for 9 years. A friend recommended to contact the 'Snow Traveler Club' for help with 'Dogdrop 101' .















Running Mile 101 on the Steese Highway (a shack without electricity) for the Yukon Quest is a lot of fun. A few volunteers come together every year to man the place, cook for mushers and set up the dog drop. Often some of the volunteers come with snowmobiles which can be helpful around the dog drop on the bottom of Eagle Summit, but rarely do we have snowmachiners experienced enough or machines dependable enough to give us the ability to reach Eagle Summit or to rescue mushers in that region. Eagle Summit is the second highest and one of the most dangerous parts of the Quest trail. We are looking for one or two experienced snow machine rider with their own dependable machines to restake the trail from Mile 101 back up to the summit in case of winter storms, bring back information about trail conditions from below 101 (Birch Creek drainage) and if necessary help with rescue operations as a volunteer.

While a time table is not set yet, it would be great if such a person could join the trail breakers in Central ahead of the first teams coming from Whitehorse, then join them down the Birch Creek drainage to Rosebud and Boulder Summit, turn around and bring back information about trail conditions along that stretch. Depending on weather conditions he/she should go back up Eagle Summit to restake the trail. Mile 101 is usually a great spot to experience the race when it starts in Whitehorse. We all work as a team and have lot's of fun doing so. A place to sleep as well as food will be provided. I am pretty sure we can also provide gas. It must be said, that paddle tracks are not the best way to keep a dog trail intact, but we at Mile 101 would really appreciate the experience and knowledge of one of your 'Snow Riders'. If you know somebody who would be willing to experience the Yukon Quest at Mile 101 from February 22nd to 25th, it would surely make the race safer.

Sincerely,
Peter Kamper
Dogdrop Manager 'Mile 101 Steese'



 **Ride List** 

-  February 12th **Sweetheart Ride:** Compeau's to Monderosa. Meet at Compeau's at 9:00, be on trail by 9:30. 
-  February 19th-21st Maclaren Lodge trip – could be one or two nighter, watch for details on web. Meet at Paxson. 
-  March 5th Snowmobile Rondy 2005, 12:00-6:00 pm at Chena Lakes. 
-  March 12th Cantwell Run, meet at Backwoods Lodge 
-  March 19th Manley Hot Springs trip -will need to coordinate supplies and lodging. Watch web for updates. 
-  April 2nd 57 Mile Elliott to Windy Gap (White Mountains) 
-  April 6th-10th Arctic Man 



Tech Tip (Reprinted with permission from SnoWest magazine)

Industrial Revolution — Black Diamond moves to eradicate chaincases

Ryan Harris

Why would you switch to a different drive system? With the history of modern drive systems, wouldn't it be wise to stick with what we've got? After all, the current jack shaft/chaincase system has been around longer than some forests. Well, maybe that's not a good thing.

Surely there has to be a better way to transfer power to the track. A Toro lawnmower has a more advanced drive system, for Pete's sake.

There are a few options when it comes to changing the characteristics of the snowmobile's drive system. Crazy Mountain Xtreme and Radical Machines both offer a belt-driven replacement for the chaincase. The belts are stronger than chains and the system is much quieter and smoother than the traditional chaincase, not to mention a little lighter, too. Fast and Scorpion each have a system that differs from the chaincase drive, proving that people are interested in alternatives.

But nothing we've seen has the potential to revolutionize snowmobile power trains like what we're about to share with you.

Black Diamond Extreme Motorsports is introducing a drive system this fall that eliminates 18-20 pounds of drive train components. Among the scrapped parts you will find the jack shaft, three jack shaft bearings, the chaincase and everything inside it and four inches of the secondary clutch. Nearly 16 of those pounds are rotating mass and the entirety of the weight is removed from the pivot point of the sled—right in the middle.

The Black Diamond Lightweight Drive does its job on the PTO side of the sled. The secondary clutch, shaved down from 12 inches to 8 inches in diameter, and a sealed gear-reduction box containing two planetary gears, is mounted directly onto the driveshaft. Any gear ratio can be accommodated. The odometer and bearing housing is mounted on the other side of the bulkhead—where the lower gear of the chaincase would be. Drive shaft removal for track changes requires the removal of only three bolts in the housing flange.

A stock secondary clutch starts at a 12-inch diameter and goes to 5.5 inches when opened. Black Diamond's replacement secondary clutch has a diameter scale of eight inches closed to two inches opened. Ultimately, a one-to-one drive ratio is achieved with the Black Diamond Drive.

The 8-inch secondary clutch requires a smaller belt, which is available in OEM and Dayco sizes. The clutch shifts just like a regular secondary and the power delivery is similar in regards to current clutches—the primary clutch squeezes the drive belt and pulls the belt down into the secondary clutch. The difference is the amount of power that reaches the track. There is a 13 percent increase in horsepower and an 18 percent increase in torque at the track versus a chaincase-equipped sled.

Without the jack shaft, chaincase and larger diameter of the secondary clutch, the center of gravity is lowered an effective 12 inches. And the engine compartment really opens up with these parts eliminated. Not having a jack shaft gives more room for carburetor, airbox and air sock changes. Ignition boxes can be mounted to the bulkhead or tunnel, where they can operate cooler, extending their life.

Speaking of longer life, belts will last longer since the clutches operate approximately 60 degrees cooler. There is less friction, less resistance and better durability. Brake life is extended, as well as brake performance. The new system mounts the brake directly to the drive shaft on the mag side. The rotor is spinning slower, so it takes less pad to rotor distance to stop the sled.

The Black Diamond Lightweight Drive is ten times stronger than a chaincase system. Since there is more gear tooth contact surface, it has a stronger shear strength too. A stronger shear strength can withstand those hard landings with the throttle on. In most cases, this is what causes a chain to break on a race sled.

Joe Williams has been handling the R&D and will manage western sales. In his testing this past season, Williams states that a stock Arctic Cat Sno-Pro 440 with the Black Diamond Lightweight Drive installed has a three sled-length advantage in 100 feet over the same sled with a chaincase.

Williams also told us that the system has so little resistance that a person can roll the sled forward by turning the secondary clutch with two fingers. If you've ever changed a belt, you've probably noticed that it takes a lot more effort than that to roll a sled with a chaincase.

It's this decrease in resistance and weight that gives sleds a definite advantage. At nearly 20-pounds lighter, the \$1,299 Black Diamond Lightweight Drive is cheaper dollar per pound than many aftermarket lightweight components.

We've seen plenty of left-field inventions and heard enough alcohol-induced claims to industry fame to know what will work and what will be lying in a gutter Sunday morning.

We've also been around long enough to know that the only difference between the drive system of a 1973 Ski-Doo TNT and a 2001 Mach Z is the length of the chain.

The snowmobile industry is long overdue for a revolution in this department. And Black Diamond is set to do just that



General Meeting at Compeau's



Fun at Compeau's

Come to the February General Meeting for fun, information on the upcoming rides, and club updates from your board.



SPEAKER: Ft. Wainwright Agent
(will explain program and distribute passes)

Time: 7:00 pm

Wednesday, February 16.



Door Prize Drawing— must be current FST member to be entered in drawing.



FAIRBANKS SNOW TRAVELERS MEMBERSHIP APPLICATION

Mail application to: P.O. Box 80053
Fairbanks, AK 99708
(907) 479-SLED

TYPE OF MEMBERSHIP:

New Renewal

Home Page: <http://www.snowtravelers.org>

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone Home: _____ Email Address: _____

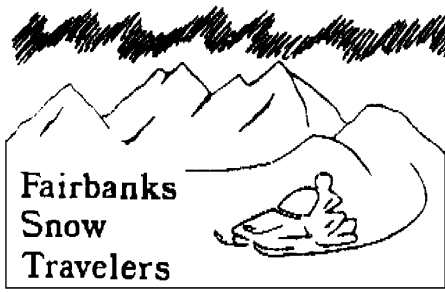
Family - \$25.00 _____ Other Family Member Names: _____

Associate - \$35.00 _____ List the name of the Association, Business, Incorporation, Organization, Group, etc. as you want it to appear on the front of the FST newsletter:

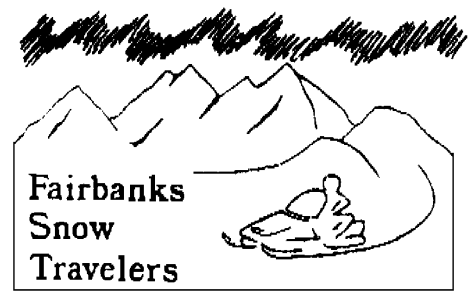
The member(s) signing below, with the full knowledge, assume(s) all risks and potential dangers of participation in activities and events of the Fairbanks Snow Travelers (FST). Therefore, I/we, hereby release and discharge FST, its agents and or officers from any and all claims, demands, actions, judgments and executions which the undersigned now have or may have in the future for themselves or for the undersigned heirs, executors, administrators or assigns against said FST, its successors or assigns for any and all personal injuries and property damage which may be caused by or may arise out of the participation of myself or family in the above-described Fairbanks Snow Travelers events, and understand that riding a snowmachine can be potentially dangerous including possible damage or injury to myself or property. I/we also understand that FST is not responsible for trail conditions, weather or other acts of nature. I/we the undersigned hereby acknowledge that we have read this release and understand all of its terms. I/we execute it voluntarily and with full knowledge of the significance.

Signature of applicant

Date



FAIRBANKS SNOW TRAVELERS NEWS



MEETING SCHEDULE

February 16, 2005	Regular Membership Meeting	7:00 pm, Compeau's
Schedule for Upcoming Meetings:		
March 2, 2005	Board Meeting	6:00 pm, FNSB Library
March 16, 2005	Regular Membership Meeting	7:00 pm, TBA
April 6, 2005	Board Meeting	6:00 pm, FNSB Library
April 20, 2005	Regular Membership Meeting	7:00 pm, TBA

FAIRBANKS SNOW TRAVELERS
PO BOX 80053
FAIRBANKS, AK 99708

