

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Flight To AirVenture 2000

I would like to pass on the wonderful flight I have recently experienced. On Monday, July 24, I was happy to be invited by Jim Shnowske to ride with him in his Kitfox to AirVenture 2000. This was an opportunity I couldn't pass up. To me, flying to the EAA Convention is quite an experience. I hope to fly there myself someday, so the education was welcomed.

We decided an early start Tuesday morning could be a way to try to beat the crowd flying to the show. So at 6 a. m. I was at Jim's house, ready to go. Jim keeps his plane at his house, and it was hooked to the pickup ready to tow to the airport. The Kitfox folding wings and low trailer make it easy to transport. It was an easy 15-minute trip across town to the Mosinee Airport. The airport had little activity that morning with high clouds and light cool winds out of the southwest. The flight to Oshkosh looked good to go. We swung the wings forward into place, set the pins and safetied them. Then we rolled the plane off the trailer. Fuel was added and a thorough preflight was performed. Jim called the Tower and without delay we were headed for runway 17. At the hold-line, Jim did his run-up and preflight checks. With a call to the tower we were cleared for takeoff. The

power was added and in a few seconds we were airborne. The smooth sounding Rotax made the takeoff uneventful. We climbed in the smooth air to 3,500 ft. and throttled back to 5,800 rpm for a scenic cruise to the southeast.

I enjoy the beauty of the land every time I am fortunate to fly. It is most beautiful in the morning, with the sun low in the sky. In a matter of minutes, Stevens Point was off to

"Landing in front of God and everybody at Oshkosh is enough pressure to make anyone mess up a landing!"

our right, and ahead, the grain elevator of Amherst. Minutes later, Poygan Lake could be seen. Near the lake Jim monitored Oshkosh ATIS 125.9 for instructions. Because Kitfox parking is not at the Ultralight area, we were going for the general aviation area of the airport. ATIS reported 18 active, so Jim switched to 120.7 for arrival instructions from Fisk. Good news, all clear. No holding at Ripon or Rush Lake, just get single file at Ripon and follow the railroad tracks in. With Ripon in sight we descended to 1800 ft msl looking for other aircraft. Only a few planes could be



spotted. It's good to be early. A left turn put us over the railroad tracks, pointed toward Fisk. Soon we had some fast aircraft on our tail, so the controller at Fisk asked us to make a 360-degree turn to the left, allowing the speedsters to pass. With those planes now in front all we had to do was follow them to the runway. By now it was possible to see the vast layout of the convention. Airplanes and campers everywhere. Runway 18 was the order and in view. With a sharp right, we were on approach. Landing in front of God and everybody at Oshkosh is enough pressure to make anyone mess up a landing, but not the iceman, Jim. At 8:05 a perfect landing was performed and we were quickly directed off the runway. Volunteers with orange vests safely directed us to the Kitfox parking area. We were assigned a parking spot and after some picture taking we tied the plane down.

No need to be intimidated on such a wonderful flight. An early start provided great scenery and smooth air with light traffic. With the proper preparation, I highly recommend the flight to any one.

Paul Buss

Volume 5, Issue 9
September 2000

Inside this issue:

<i>Treasurers Report</i>	2
<i>Education and Training: Dirty Words</i>	3
<i>Newsletters on-line</i>	4
<i>Editors Notes</i>	5
<i>New Members</i>	5
<i>Buy • Trade • Sell</i>	6
<i>Calendar of Events</i>	6
<i>Membership Listing (forgot the phone numbers last month—duh!)</i>	7



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This newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Items you would like included in the newsletter should be sent to:

Tom Voss
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Items received by the 5th are considered for that month's publication.

Change of address and membership inquiries should be directed to:

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Comments, questions, suggestions, etc... can be sent to

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**NCWLF Treasurer Report
August 2000**



Balance Fwd		\$ 1,042.97
Deposits		
Dues	\$53.00	
Hats	\$ 30.00	
Shelley Patches	\$12.00	
Total		\$ 95.00
Disbursements		
Postage	\$ 27.10	
Total		\$ 27.10
Ending Balance		\$ 1,110.87

EAA ULTRALIGHT CHAPTER 75
North Central Wisconsin Lite Flyers
Application Form for Membership and Subscription

Mail Check Payable To:
NCWLF
P.O. Box 12
Schofield, WI 54476

Date _____

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

USUA# _____ EAA# _____

Type of Ultralight you fly _____

Membership Dues Schedule

- \$ 12 May
- \$ 9 August
- \$ 6 November
- \$ 3 February
- \$ 11 June
- \$ 8 September
- \$ 5 December
- \$ 2 March
- \$ 10 July
- \$ 7 October
- \$ 4 January
- \$ 1 April

Payment of dues affords me voting privileges, and a subscription to news updates.

Education and Training: Dirty Words

by John Ballantyne
President, USUA



While at a well organized and very successful fly-in recently, the crowd and I observed an illegal 2-seater crash through power lines, into a tree, and finally down into a homeowner's back-yard with a resounding crunch. The plane was flown by a pilot who had no credentials. It was reported to me that he had been belligerent with event officials many times in the past. He was notorious for his ignorance of aeronautical issues such as how to take off and land. To cap it off, he had a passenger aboard who, I imagine, probably paid for the illegal flight.

There has been much controversy over the years related to the certification, or lack of certification, of ultralight pilots. This basic issue remains unresolved even though a decade and a half have passed.

Historically, the first education and training programs for "motorized hang gliders" appeared within the US. Hang Gliding Association (USHGA) circa 1978. It was controversial in that the "pure" hang glider pilots objected to having powered ratings administered by the hang glider association.

In 1982 AOPA Air Safety Foundation created the original ultralight pilot, examiner and instructor (exemption) programs. FAA and AOPA Air Safety Foundation fully expected that ultralight airmen would comply by becoming registered and thereby make unnecessary any specific FAA pilot program. But a competing organization did not support the programs, promoted unlicensed ultralight flying at national airshows and publicly painted the programs as unnecessary and self-serving to the administering group. Many ultralights became skeptical and took the easy way out, which was to leap over any formal training and

just go flying.

Even today it is commonplace to share an ultralight flight park with "self-taught" pilots who are proud that they have never had a lesson nor taken any tests. A few are accomplished and have a good understanding of piloting matters or have FAA certificates which required obtaining knowledge and flight time. For the most part, however my experience is that most "self-educated" individuals are not very knowledgeable and too insecure to admit their inadequacies.

It's not 1982 anymore. The passing years have seen liability concerns grow, land use issues become more contentious, and new airport development grind to a halt. Rules for airplane pilots have significantly increased and are enforced more vigorously by FAA. Aren't we the lucky ones with no requirement for training. But are we secure in this situation?

It is popular for someone in a public position, such as mine sometimes is, to be spring-loaded in opposition to rules and requirements. This is the popular approach because you don't want to be told what you can and can't do. But I humbly submit that it would be good counsel to look inside our own community and talk among ourselves a little more about this matter of organized pilot training.

Many crashes and much public embarrassment have been because of individuals who exhibited ignorance about the air and have too little regard for gravity. Isn't aviation education a key to resolving these weaknesses? One of the most important aspects of flight and ground training is simply the exposure to an instructor's attitude about flying. An instructor's respect for the act of aviating is usually developed from his or her own

back-ground of training and experience. Like passing knowledge down from more experienced to less experienced.

Many prospective, interested people have become discouraged before their first flight because of the lack of a sensible path of entry based on education and flight training. Reasonable people are not impressed with the attitude that no license required means no knowledge required. Of those who do persist only a few actually follow through with an instructor to the level of registered pilot. Fewer yet seek flight reviews each spring or every other year. How about you?

Certainly I am the first to report that FAA has been unable to respond to the actual needs of fat-single and 2-seat ultralight operation. Examples include trikes and powered parachutes for which no existing FAA pilot programs have been appropriate.

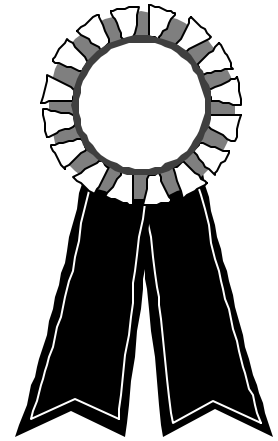
However, there are some options. For example by now there is no excuse for anyone who is flying a 2-seater without at least holding a training exemption. An individual teaching in an illegal 2-seater is, to me, a blatant outlaw. The option for legal flight instruction has been available for many, many years and from at least three different organizations.

The glider/trike project now offers a new option of FAA pilot and instructor certificates for trikers. Today it is possible to get an FAA private pilot certificate entirely with a trike. The pilot is then authorized for fun flying including rides for friends and family, flying any distance, carrying any amount of fuel, and flying into any type of airspace (assuming compliance with ATC rules). Also, the pilot

(Continued on page 4)

The Team Airbike Solos

A big congratulations to Jerry Seehafer and his Airbike. Jerry soloed his plane on Tuesday evening August 29. This is one plane we can't wait to see! A job well done!



I flew with Dan last night in the Searay with Rich & Russ Post. We went to Medford and Merrill, then back to AUW. We did 3 lake landings at Merrill just as Jerry Seehafer made his first solo in the Air-bike.

steve@csowheels.com

Next NCWLF Meeting

Our next meeting will be Saturday, September 16, 1:30 p.m. at Mark and Toms 5th Annual Fall Fly / Camp out. Contact Steve Krueger at 715-536-8828 with any questions. See you there.



Get NCWLF Newsletters On-Line

Hey - Want to see the newsletter in color? See it the way it is meant to be seen? Sign up for e-mail delivery of the chapter newsletter and all this can be yours. Send me(tvoss@pcpros.net) your e-mail address and let me know you want edelivery. You will be the first to be notified when the newsletter is hot off the matrix. You can even print your very own copy.

Remember - past newsletters are always available at <http://www.pcpros.net/~tvoss/>

Lets Go Flying!

Tuesday Night Is Fly Night. Our chapter is organizing fly-outs in the local area. If you have an idea on where to fly or would like to organize a Tuesday evening contact Steve Krueger at (715) 536-8828 or Dan Marlenga at (715)359-7377. Rain date will be Wednesday Nights



(Continued from page 3)

may fly the glider/trike with a self-declared medical statement (no medical examination required). Of course the 2-place ultralight training exemption remains available as well for ultralight trike instructors. What excuse is there now for flying a 2-seat trike outside the law?

But it is not these specific cases upon which my thoughts are centered. It is more about a cultural issue, which has come from the lack of FAA support as our community has developed better and different flying machines. Those who pioneered our sport did so by pushing the envelope, from hang gliders to powered hang gliders to powered parachutes and more. At first FAA was helpful, but after 1982 FAA became numb with politics, obsessed with revitalizing the past days of general aviation, and unable to face the evolution of private aviation into more of a sport than business transportation.

And what is happening to long-time ultralighters? Has day after day of operating near to, or outside of the letter of the law become too customary and familiar? Have some given up hope and fabricated around themselves a shell of authority rejection and self-denial which is glued together with hardened egos?

There is a difference between pioneers and outlaws. The pioneers are good people who say, "look here at what we are discovering." They lead, speak out and seek to mold the environment to fit the new ways. Outlaws don't. Outlaws hide behind the barn and ignore the law. They don't seek knowledge beyond what they randomly judge as adequate.

I am concerned for some of my friends - ultralighters who are beginning to sound as though no organized educational programs will ever be good enough to deserve their participation. Yet my belief is that each of the existing ultralight pilot registration programs are worth-while. Those

who are flying fat single-seaters can benefit from participating. Any of the ultralight instructor programs are also worthwhile for those who wish to teach. FAA has airman certificates for those flying experimental airplanes. Plus I have personally forged through the trike/glider program of FAA certification and found the requirements within reason.

Perhaps it would be wise to remind ourselves there is value in standardized education and training I am fully aware of the difficult issues of weight, speed and fuel faced by Part 103 ultralight operators (many of whom I honor as pioneers.) This is not about the machine, it is about the pilot. Pilot training is valuable to anyone who is flying anything.

By widely utilizing existing programs - both industry and FAA - we could go a long way toward protecting ourselves from ignorant pilots, unreasonable ego cases and the public wrath caused by unskillful pilots who threaten damage and injury to nonparticipants. Not to mention that improving your personal education can help you to not crash.

Surely these thoughts are obvious to reasonable people. However, only 15% of ultralighters have completed ultralight registration compliance. So why not encourage others to participate and add credibility to our wonderful sport by doing so yourself if you have not yet? You either are a good example or you're not. I could even see self-imposed requirements for proof of completion of a recognized course of training before being allowed to fly at public events.

Wait! Let me be clear. Anyone who has ever read this column knows I am the first to speak out against inappropriate regulation. Please don't kill me. Under my guidance USUA has repeatedly petitioned FAA, fine tuned the ultralight pilot and instructor programs, sought low-cost

insurance programs and fought for airport access in many cities.

I am compelled to speak only because I am observing a trend by some toward rejecting any form of organized training and certification, even by a few folks for whom I have great respect based on their past pioneering leadership. Newcomers are led by example to believe that respect and knowledge about aviation matters are not important. Such a direction is not as positive for our community as one in which the lessons of the past are shared with those who have less experience. Or at least that is how it appears to me.

The crash of that illegal 2-seater destroyed the plane. Neither occupant was hurt, luckily. The electrical power was back on in approximately 3 hours. FAA is reported to be square in the face of the so-called "pilot" and no one seems to feel sorry for him. The plane had FAA registration so the occurrence is being listed as an experimental airplane accident, not ultralight. Whew!

I can only hope that the accident does not discourage the airfield's owner or event organizers from continuing this popular annual affair. Surely a good understanding by the pilot of the principles of flight would have gone a long way toward avoiding this unfortunate, embarrassing public crash. Outlaws - I mean those who refuse to complete training programs - should stay behind the barn where no one can see them. They are becoming an embarrassment. What will it finally take to get such individuals trained? And why are *education* and *training* dirty words to so many?

- When I use the word "ultralighting," I refer to the act of aviating by pilots of

(Continued on page 5)

(Continued from page 4)

single- and 2-place craft that fly slowly and are primarily for recreation. "Ultralight" and "microlight" are international terms which are sometimes interchanged. Refer to FAR Part 103 for vehicle definitions and operating rules. Some flight operations are regulated by FARs 61 and 91. Be sure you know the difference.

• Remember USUA is requesting no changes for existing privileges and limitations in FAR Part 103 (Ultralight Regulation). Also consider that "No License Required" is no excuse for not participating in FAA-recognized programs of ultralight pilot knowledge and skill.

John Ballantyne was certified by U.S. Hang Gliding Association as a Powered Hang Glider Instructor and Instructor Clinic Program presenter

in 1978. Along with John Lake he presented the first Instructor Clinic (ICP) on the West Coast for powered hang glider instructors. From 1982-1985 Ballantyne directed the AOPA Air Safety Foundation Ultralight Program development, which is the basis for today's ultralight registration programs. He is USUA Basic Flight Instructor #1 and was the first (and so far the only) person to obtain an FAA Commercial and CFI certificate in

NCWLF Welcomes New Members:

James Sherburne – Marshfield

Ronald Purvis – Knapp

Ralph Carpenter – Marshfield

Ed Miller Sr. – Sauk City

Patrick Kennedy – Greenleaf



The Rans is sold

The Rans is sold. Dave Mayfield from Cleveland Ohio area bought it and picked it up this morning. He called on Friday and picked it up on Sunday. He just got the E-mail pics on Friday and it all happened. Sometimes things just fall together. See you all soon!

Dan

Editors Notes



It's the last day of August and high time I get my fly-line to our terrific

publishers, Tom Voss and Mark Blume. In turning the leaf of our chapter calendar from August to September we note the August picture of Dan Marlenga flying his beautiful Rans S14 *Shelley*, over the wooded Wisconsin landscape. As we say goodbye to August, Dan has said goodbye to that sleek, quick Rans. Last weekend Dan sold it to a gentleman from Ohio. With both his Rans and Mini-Max gone, poor Dan is left with only one airplane, and what an airplane it is, the Sea Rey amphibian.

Let us also remember that it was two year ago in August that Dan and Patty Marlenga lost their daughter and our chapter mascot, Shelley. She will long be remembered and sadly missed by all of us.

The September calendar page is a happy reminder that the annual Blume and Voss fly-in / picnic is coming up mid month, September 16th and 17th to be exact. Make plans to attend this great chapter event. It may be on Short

Lane but it is long on fun!

In rereading the August newsletter I noted the good luck wish for my eye surgery. Thanks, everyone, for your thoughts and best wishes. The results of the surgery were excellent, with the left eye now 20/20 with glasses. Next spring we'll do the right eye too. Incidentally, the good luck note also hoped I would be recovered enough to play

I fly because it releases my mind from the tyranny of petty things.

my squeeze box at Mark and Toms. Not to worry, I play by ear!

Speaking of handicaps, I'm now reading an excellent book about a deaf pilot who learned to fly at age fifty plus and later retraced the path of Cal Rodgers historic coast to coast flight in 1911. Authored by accomplished writer Henry Kisor, its his own story of learning to fly and how he dealt with his handicap. Its entitled *Flight of the Gin Fizz*. I highly recommend it.

Unfortunately I've missed

several significant chapter get-togethers, Wautoma and Bob Payzers fly-in at Boulder Junction to name two. Bob, from all reports, the roasted chicken was everything you said it was, *to die for*.

Besides the eye surgery and the very long list of home projects I'm working my way through now that I'm retired. I had a wonderful week in Hawaii with all of my immediate family members. It was a week to remember: super weather, scenery and accommodations and reliving the attack on Pearl Harbor that brought the U.S. into WWII. At the Arizona memorial we paid our respects to the many U.S. servicemen that died on that day. We later toured the *Mighty Mo*, the battleship Missouri which is anchored at Pearl Harbor and on which the Japanese surrender was signed. While looking down from its deck I noticed a beautiful old Aeronca Champ sitting on the wide dock. I couldn't imagine what that had to do with the Mo or Pearl Harbor. The sign on the fence enclosing the plane "told the rest of the story". On the morning of December 7th, 1941, a local attorney and his

(Continued on page 6)



Buy • Trade • Sell • Wanted

- ✦ 1999 Harminings High-Flyer Powered Parachute. 10 hrs total time. This unit is new. 2 seat, 10 gal tank, EIS. Engine Monitor system. strobe, Line Socks, Quick Stuff Chute Bag, Prop Spinner, Double shoulder harness, Front Break, Icom A4 hand held radio, patch cord, Comtronics Helmut, Included in the price is a nice enclosed trailer, Specifically made for Powered Parachutes, #2000 axle. with hold downs . Beautiful colored chute 500 sq ft. This is a new unit , Owner is sacrificing, \$11,500. See it to believe it Total comes to over \$15,000. Must Sell For info call 715-479-2682 (9/00)
- ✦ Garmin GPS Model 92. America's Database. Full airport directories, moving maps and remote antenna. Still in box w/ manual . 2 months old, never used. \$500 value, asking \$350 obo. Dean Turner 715/453-4197 scharkee@newnorth.net (7/00)
- ✦ Wanted: I am looking for a Challenger that is collecting dust or has been slightly crashed and is just sitting around getting hangar rash! Thank you for any assistance. Mike Fields 616/891-8635 bm96@iserv.net (4/00)
- ✦ 83 Rotec Rally Sport 503. Airspeed, cylinder head temp, tach, alt, good sails. First \$2,000. Ken Bennetts 715/623-4512.

young son rented that plane for a sightseeing trip around the island of Oahu. Upon returning to base in Honolulu they found it under attack by the Japanese and somehow managed to keep from being shot down. How many of us have taken similar relaxed trips on a beautiful Sunday morning and about the worst thing that's happened to us when we returned was to find the wind had picked up several knots and shifted to a cross wind. Wow, what an experience that must have been. It gives new meaning to

the phrase, *all hell was breaking loose!*

And now for our local heroes. Jerry Seehafer recently completed his Air Bike and it is a beauty. The first flight was made by test pilot Krueger who pronounced it perfect. After sharpening his old flying skills with Steve, Jerry soloed his new plane last Tuesday. Built by Jerry, flown by Jerry—way to go champ!

I've been monitoring Ron Derters progress on his Mini Max. The all important work table is built and leveled, the

glue-pot has arrived and Ron is starting to cut wood. Go for it Ron, we're here to encourage and help when needed.

Lets hear about your project and progress. Don't be afraid to holler *help*. There's lots of expertise available in the chapter.

I'll close with a quote from the writings of the famous old time airman, Antoine de Saint-Exupery. *I fly because it releases my mind from the tyranny of petty things.*

Bill Markstrum

NCWLF Calendar of Events

- September 16 - 17, 2000 5th Annual Blume Voss Fall Fly / Camp-Out**
Little Chicago, WI. Also NCWLF Monthly Meeting. Rain Date September 23 - 24.
- September 17, 2000 North Central Airman's Annual Fly-In/Drive -In Pancake Breakfast**
Taylor County Airport. Medford. Ryan O'Dell 715-678-2152
- October 1, 2000 Central County Flyers Annual Fall Colors Fly-In**
Central County Airport. Iola. Dennis Kubczak 920-244-7850
- October 7, 2000 Fall Colors Fly-In Breakfast**
Door County Cherryland Airport. Sturgeon Bay. Paul Spanbauer 920-743-6082
- October 14, 2000 Dick Lees Polish Luau**
Lake Nokomis, WI. Also NCWLF Monthly Meeting. Rain Date October 15
- November 11, 2000 NCWLF Monthly Meeting**
Location to be determined
- December 9, 2000 Christmas Party Potluck with EAA 243 & 640**
Merrill Airport



*Calendar of Events is updated monthly.
Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters*

NCWLF Membership Listing

9/1/00

AVAITON, NORTHWINDS N2241 AIRPORT RD	MERRILL, WI 54452
BALIS, EDWARD N5315 TOWN FOREST RD	715-617-7438 DEERBROOK, WI 54424
BELL, GREG 3160 BURLAWN PKWY	BROOKFIELD, WI 53005
BENISCH, HAROLD N1104 HWY N	920-623-4457 COLUMBUS, WI 53925
BLUME, MARK 15203 SHORT LN	715-443-2835 blume@pcpros.net MARATHON, WI 54448
BOGENHAGEN, TIMM PO BOX 3086	OSHKOSH, WI 54903-3086
BORCHARDT, TONY 1330 PROSPECT AV	715-845-3018 Taildragger954@aol.com WAUSAU, WI 54403
BROCKMAN, RAY N55552 HWY H	715-536-2788 IRMA, WI 54452
BURKAM, JACK N2266 HWY K	715-536-7981 MERRILL, WI 54452
BUSS, PAUL 4718 CTY HWY OO	715-253-2490 bussrs10@netnet.net ELAND, WI 54427
CARPENTER, RALPH M324 HWY E	715-384-9864 MARSHFIELD, WI 54449
CARSTENS, WAYNE 1565A 15TH DR	608-564-2482 ARKDALE, WI 54613
CHIMEIL, JOHN WOODS PLACE	WAUSAU, WI 54403
COOPER, GARY 545 CLOVER LEAF MHP	715-823-2765 CLINTONVILLE, WI 54929
DETERT, RON 1015 PINE ST	715-845-1340 WAUSAU, WI 54401
DIESSNER, MAX 17277 PRESBYTERIAN RD	715-276-7178 TOWNSEND, WI 54175
GRADY, MIKE 13901 SECTION 4 LANE	715-276-3051 , WI 54149
GREENE, CARL & CURT 1000 LOUISA ST	715-854-2111 CRMITZ, WI 54114
GRESENS, JAMES 1663 CTY HWY NN	715-443-2469 MARATHON, WI 54448
HANSEN, ORLYN N 6679 CTY RD Y	715-683-2710 CHILLI, WI 54420
HASE, RON 1580 N 36TH AV	715-675-1911 WAUSAU, WI 54401
HECKERT, PAT 2155 NAUGART DR	715-536-8485 MERRILL, WI 54452
HEIL, BILL 3245 HWY P	715-443-2314 MARATHON, WI 54448
HEITING, TOM 8271 STATE FOREST RD H	715-479-9070 EAGLE RIVER, WI 54521
HIRSCH, REINHOLD 829 ANCESTOR LN	715-384-5073 MOSINEE, WI 54455
HOULE, JESSE RT 2 BOX 750	715-649-3480 HILES, WI 54511
JUNGERMANN, HELMUT N7023 GRUNDY RD	715-873-4667 GLEASON, WI 54435

***NCWLF Membership Listing*** 9/1/00

KAINZ, CHRIS 1151 E KINGS RD	715-453-7589 TOMAHAWK, WI 54487
KELLCUTT, RICK 1648 AVON	LA CROSSE, WI 54603
KENNEDY, PATRICK 7928	920-532-4797 GREENLEAF, WI 54126
KENNY, PAT PO BOX 982	715-479-5036 EAGLE RIVER, WI 54521
KRAMER, GEORGE N7232 CHY A	715-627-7925 DEERBROOK, WI 54424
KROLOW, KENNETH W18588 HWY 29	715-253-2435 WITTENBERG, WI 54499
KROTJE, PETE N1031 W LAKE CT	HORTONVILLE, WI 54944
KRUEGER, STEVE N2543 HWY 107	715-536-8828 kruegerfly@aol.com MERRILL, WI 54452
KRUNNFUSZ, GORDON 402 WASHINGTON AV	608-356-8036 BARABOO, WI 53913
KUCHERA, STEVEN 2201 E HINTZ	715-387-2064 MARSHFIELD, WI 54449
LA SEE, JACK 308 W CEDAR ST	715-223-4540 ABBOTSFORD, WI 54405
LAPP, BOB PO BOX 702	715-547-3186 LAND O LAKES, WI 54540
LEAMY, MICHAEL PO BOX 122	715-627-1212 columbofanatic@yahoo.com SUMMITT LAKE, WI 54485
LEE, DICK 2340 E RD	715-453-3135 TOMAHA WK, WI 54487
MAAS, PAUL 17816 W EVANSVILLE-BROOKLYN RD	608-882-5242 EVANSVILLE, WI 53536
MAGUIRE, MARSHALL 326 CA UPLENINE DR	715-693-4866 MOSINEE, WI 54455
MAPES, JOSEPH 219 WEIR BLVD	715-341-9248 jsm1353@yahoo.com STEVENS POINT, WI 54481-1353
MARKSTRUM, BILL 2632 ELMWOOD BLVD	715-845-8673 WAUSAU, WI 54403
MARLENGA, DAN 5006 TANYA ST	715-359-7377 remembershelley@prodigy.net SCHOFIELD, WI 54476
MARTIN, GEORGE 118 SHERRY AV	715-762-4769 PARK FALLS, WI 54552
MILLER SR, ED 316 CEDAR ST	608-643-2526 SAUK CITY, WI 53583
MUX, ED 1500 E MAIN ST	715-536-7404 MERRILL, WI 54452
NEUBAUER, PHIL W4838 SPRUCE RD	715-536-2744 MERRILL, WI 54452
NORRIS, STEVE 4022 BRIARWOOD AVE	715-675-2876 steve@csowheels.com WAUSAU, WI 54403
OMERNIK SR, HILARY 1412 SOUTH RD	715-693-3231 MOSINEE, WI 54455
PAPA, RICH 3105 EAGLE AVE	715-845-4170 WAUSAU, WI 54401
PAULS, WESLEY 1814 3RD ST	715-848-1067 WAUSAU, WI 54403

NCWLF Membership Listing 9/1/00

POST, RUSSELL 1707 STARK ST	715-848-0490 WAUSAU, WI 54403
PUE, DAVE S-1291 W 26 RD	715-659-5480 SPENCER, WI 54479
PURVIS, RONALD N8340 COUNTY RD O	NOT GIVEN KNAPP, WI 54749
RADANT, STEVE 5600 HWY U	715-675-4815 WAUSAU, WI 564401
RADTKE, GORDON 2027 HWY XX	715-359-5343 MOSINEE, WI 54455
REED, BILL 5371 ECHO COURT	715-341-1933 STEVENS POINT, WI 54481
REISINGER, MONA N951 CAIN CREEK RD	715-536-8665 MERRILL, WI 54452
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SHNOWSKE, JIM 1502 WISCONSIN ST	715-693-4254 MOSINEE, WI 54455
SHUMAN, DONALD & DEB N8573 HWY H	608-427-3561 CAMP DOUGLAS, WI 54618
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VERFUERTH, JOHN M 129 MANN RD	715-387-3856 MARSHFIELD, WI 54449
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