

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 ? Schofield, WI ? 54476



Editors Notes

by Bill Markstrum

Since we last went to press in early March, the long anticipated military action in Iraq has begun. Labeled "Iraqi Freedom", it has been like no other war we have ever seen. Some of us, as combat veterans, and all of us as Americans, can take great pride in the surgical, high-tech, yet benevolent way we are "driving the snakes out of Iraq". I was only a day off when I predicted hostilities would start on St. Patrick's Day. Remember, St. Pat was credited with de-snaking Ireland! Whatever your feelings about the war, we can certainly take pride in the men and women of our armed forces and the way some of our foreign friends are shoulder to shoulder with us.

My work platter was full on the Saturday of our last chapter meeting at Antigo. Reports are that there was a good turn out at the always hospitable Antigo Airport. Dody will have the minutes elsewhere in this newsletter. We understand that vice-president Dean Turner did an excellent job as Pilot in Command in Steve Kruegers absence.

A Funny Thing Happened on the Way to the Forum (Antigo). My son, Keith, owns 120 acres in Lincoln County, almost on a direct

line between the Merrill and Antigo airports. Keith was at his property that Saturday when Lyle Banser, a Public Service compatriot flew over and decided to land to say hello. The small field near Keith's trailer still had a covering of slush and snow and made the landing run-out very short indeed and the later takeoff really a prob-

The great thing about getting older is that you don't lose all of the ages you have been

lem. We're sorry about your wounded propellor Lyle, and promise to make our Pine River International Airport more user-friendly in the future.

The Sunday following the Antigo meeting I had the opportunity to drive to the EAA Museum with Lyman Hatz and his wife Judy. Lyman, one of our most experienced local fliers and President of Chapter 243, is also a model builder and flier. While he builds all forms of model airplanes from large RC to small stick and tissue free flights, his greatest interest lies in the ultra-ultralight rubber powered indoor models. My interest also lies in the smaller craft and he graciously asked me to share the special invite

from EAA to share this fascinating hobby with museum visitors, especially children, that Sunday. We arrived at the Eagle hangar to find that several heavy-iron military aircraft had been moved about or out to provide a generous floor space for the tiny aircraft to fly. Tables and chairs on the perimeter provided work space and winding places for the modelers. Adjacent to Lyman's table, Tony Italiano, a well known free-flight expert had his table. Gene Chase a respected EAA flier was also there and the hangar flying, war stories, model talk and demo flights made the afternoon pass all too quickly. I personally did not have a model to fly but I will next time. If you have never observed these indoor models silently circling a room at walking speed for several minutes on rubber band power you've missed a real flying treat. One might say these are men in their second childhood. Maybe so, but it's relaxing and economical. All the men I mentioned, including Lyman, have thousands of hours in commercial and military aircraft yet still find fascination in creating and successfully flying these small models. Something I read recently says it all; "The great thing about getting

(Continued on page 3)

Volume 8, Issue 4
April 2003

Inside this issue

Treasurer Report	2
Gone Flying	3
Tuesday Night is Fly Night	3
Wausau Airport Update	3
Florida Trip	4
March NCWLF Minutes	5
Purvis Big Barn Dance	5
FAA Sport Pilot	5
Membership Dues	6
Calendar of Events	6
Video Library	7
Next Meeting	7
Buy - Trade - Sell	

The Cub is the safest plane in the world; it can just barely kill you.

*Max Stanley
Northrop test pilot*

2002 NCWLFF Officers

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NCWLF Treasurer Report March 2003

Balance Fwd	\$ 459.07		
Checking Deposits		Disbursements	
<i>Dues</i>	180.00	<i>WULAC - Safety Seminar</i>	100.00
<i>Shelley Patches</i>	6.00	<i>Donation</i>	
<i>Hats</i>	10.00	<i>Tom Voss—Copy Supplies</i>	25.93
<i>Calendars</i>	112.00		
	<hr/>		
Total Deposits	\$ 308.00	Total Disbursements	125.93
			<hr/>
		Ending Balance	\$ 641.14

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.

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

15203 Short Lane Marathon, WI 54448

tvoss@pcpros.net

Items received by the 5th are considered for that months' publication.

Change of address and membership inquiries should be directed to:

Steve Norris (715) 675-2876

Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net

Editors Notes cont...

(Continued from page 1)

older is that you don't lose all of the ages you have been". Thank you Lyman for a day to remember.

Our friends to the south, the "Illini Skyriders" of UL chapter 30 send us a very nice newsletter each month. The editor is Dan Grunloh, a gentleman I have known for many years and one of the most dedicated volunteers at the Oshkosh fly-ins. We met when he was flying his homebuilt Sky Pup back in the 80's. He has since become very proficient in a trike and has been invited to compete in the World Microflight Championships at Long Marston in the UK.. We congratulate you Dan on your selection and know you will represent the U.S. very well.

It has not been a good year for our chapter member, Bob Pair. Not long ago his sister passed away and now he is

in the Howard Young Medical Center in Woodruff, undergoing surgery for a severely broken hip, the result of a stairway fall at his Boulder Junction home. The word is that he fell from the third step above the ground. I have a theory that he is too used to landing his high and

mighty Rans on amphibious floats and may have thought his feet were already on terra-firma. In any case Bobby, our best wishes and prayers are with you for a speedy recovery. Call if we can help you in any way.

Bill Markstrum

Gone Flying

Just thought I would give a flying report to you all. As most of you know I have an ultralight pilots license. But...after a year went bye and after racking up over 100 hours of ultralight flying, I decided to take it a step further. Last September I bought a Rans S-12 Ariel. It is a 2 seat light sport experimental aircraft. It is fully enclosed and YES it has cabin heat (unlike last winter when I froze my butt off.) It cruises at 75 mph at 75% throttle and I have hit speeds

of 120 mph over the ground. I have been all over the state including over 20 airports and grass strips. Now of course with a bigger plane comes a bigger license. I thought about waiting for the Sport Pilot certificate to pass through the FAA, but that would be like waiting for my driveway to plow itself. So I decided to start working on my private pilots license. Through the grape vine I learned that there was a CFI in Medford that would possibly instruct me in my plane.

I contacted John Walkowitz and we got started shortly after that. After passing the FAA written exam last Saturday I only have a few things to do with John and then get my checkride. I now have about 60 hours on this plane and I love it. Well...Wisconsin two months of good weather are right around the corner. HEY!!! It looks like it cleared up outside I'm hitting the skies.

Take care.
Jeremy Viegut



Lyman Hatz

Tuesday Night is Fly Night

The weather is starting to cooperate and the daylight is now creeping to 8:00 PM. Lets go flying! Contact Steve Krueger 536-8828 or Dan Marlenga 359-7377 with your ideas for destinations, cook outs, whatever. We'll help you spread the word. Wednesday will be our rain date, spring is here and summer's coming, isn't it about time?

Wausau Airport Update

Welcome to spring aviators, FINALLY! Check out www.flywausau.com for the most recent news at the Wausau Airport. We're doing some spring cleaning and have started updating our web page for the new year. We're planning some great activities through the summer starting with the Private Pilot Ground School. Other activities will include:

(Continued on page 4)

Wausau Airport Update cont...

Instrument Ground School - Wednesdays, Beginning April 2nd, don't worry if you can't make some of the classes since the curriculum will be on a rotating s c h e d u l e .

"Pinch Hitter"

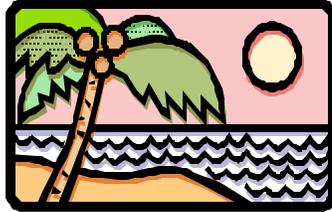
Course - April 22 & 26, It's for those people who want to learn more about flying, but don't necessarily want to be pilots, great for pilot's spouses, significant others, and f r i e n d s .

Tailwheel Ground School and Citabria Check-Out Course -

Saturday, May 3rd, This course includes an "Intro-Ride" in our C i t a b r i a **"Canadian Convoy"** - June, Yes we're planning a trip to Thunder Bay in Canada. It's designed to teach you about how to go through customs and deal with international flying.

Happy flying!
John Chmiel

Florida Trip



Decided to leave at 5 pm Sat. 22nd. Sun. morning dawn foggy, was delayed until 8 am. I left Turner Field with 15 mph head wind so I climbed high and had a 15mph tail wind. I made excellent time with the first fuel stop at DeKalb IL, then French Lick in Kentucky. Cumberland in Tennessee. Last stop of the day at Cornelius in northern GA. I had the alternator wire vibrate loose and had to land at Cornelius at night with partial electrical power. The people there were very nice and helped me fix the alt.wire then provided fuel and let me sleep in the FBO Then some locals invited me to a cook-out next door. Seems like I always meet the nicest people at airports. Next day dawn clear and I had a tail wind of 15-20 mph. I cruised at 8,500 - 12,000 feet flying around the major airspaces. Hit the gulf in northern Florida and followed the shoreline arriving in Tampa at 12:30pm at friend Kevin Arnett's house (who lives on a private freshwater lake). Stayed the night there then at 7:30 headed to Ray & Carol Marvin's in Englewood on Manitoa Key by flying over the ocean around Tampa airspace. Ray & Carol live on

the intercostals side with the bay side only 100 paces away. I spent 4 days there, mostly fishing, catching bullheads and Marian snapper. I had to fight off the egrets and pelicans all the while. Also took Ray's boat out to the bay where I went swimming and seashell picking. The only problem was the Red Tide, which is an algae like micro organism that breaks apart by wave action and causes respiratory problems and kills fish.

Left Ray's going back to Kevin's via the ocean around Tampa, staying at Kevin's for a couple days. While I was there I went water skiing. Also sampled the wildlife at Tampa Bay's best strip club. Left for home Monday morning at 7am and headed out over the gulf straight home due to 30 mile an hour head winds. This course took me across 90 miles of ocean at one point 35 miles off shore. It was at this time that a Coast Guard helicopter suddenly appeared and paced me 500 ft. away. Talk about nervous, I tuned into 121.5 and in a while the helicopter broke off sharply. I've learned since that this means to continue on course. If they would have taken the lead and turned slowly I would have had to follow them. Then when they went to a landing configuration this would be your signal to land. (Got out of that one ok)! After refueling I encountered moderate turbulence over land and had to go high, 50

mph head wind. Landed in GA for fuel and found the lower level air had shifted 40 degrees, now had a tail wind. I took advantage of the situation and flew until after sunset not even knowing which state I was in. Stayed in the FBO (more friendly people), left at 5am before dawn to catch *smooth* southwest air at 20 knots. Stayed low as the upper air shifted 40 degrees to the north, this was good for ground speed but turbulent. Around Vermillion IL I encountered dust devils and turbulence so bad that I could not see my sectional and my headset kept getting knocked off. My air speed indicator and vertical speed indicator were both swinging wildly. Finally managed to climb high and flew until almost out of gas. Landed for fuel with surface winds 23 knots gusting to 31. Took off into the wind with GPS unit showing 8 mph ground speed. Climbed high to again found a tail wind. This took me to southern WI where the lower level winds were out of the south with upper level winds northerly. Landed at Turner Field in heavy slush at 2:30pm. This was April 1st but was no joke. Added note: I flew around major airspaces at altitude that put me in the way of arriving and departing airline flights. A transponder would have been helpful.

Dean Turner

March 2003 NCWLF Minutes

Our March 12th 2003 meeting was held at the Antigo airport. Vice President Dean Turner called the meeting to order at 1:45 pm and we introduced guests and members. The secretary's report was approved after a correction: Bill Markstrum wrote his poem commemorating the Columbia disaster, not the Challenger disaster as reported in the February minutes. The treasurer's report was approved as read.

Old Business

See Steve Norris if you haven't picked up your 2003 NCWLF calendar. We voted to ask members to prepay for their calendars in the future. This will help pay expenses as the calendars are prepared. We received a special

thank you from the Wisconsin Ultralight/Light Aviation Safety Seminar for the \$100 donation to the seminar. This seminar registered 245 attendees and is now a part of the FAA Wings program. Ron Detert reminded us that the video library is open and we are all welcome to view our club tapes.

New Business

Chapter 75 received \$375 from the Eau Claire Jaycees Upwards Airshow. This is the final check to us for the manpower that we donated to their event in August 2002. The money will be deposited in our club savings account. Dean reminded us that our club membership should be renewed by April 30th for the 2003-2004 year.

EAA membership is mandatory to belong to any EAA chapter, and our chapter will receive a \$10 rebate for every new membership. The rebate does not apply to renewals. Steve Norris has Sun "N" Fun information if you're thinking of flying in. We thanked Mike Harma, the Antigo airport manager, for his hospitality. Our next meeting will be at Dean Turner's at Lake Nokomis on April 19th. Dean wants to encourage the public to attend our meetings, so we voted to spend up to \$25 for advertising our club activities.

The meeting was adjourned at 2:20 pm.

Dody Neubauer
Secretary

Purvis Big Barn Dance



You are invited to the official grand opening of the Purvis' new barn! Saturday May 17th from 5 p.m. until? Potluck! We will begin eat-

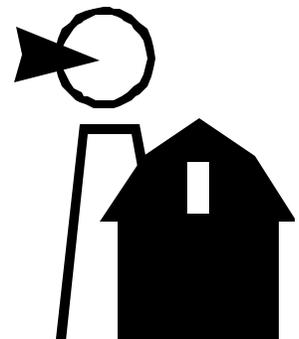
ing about 5:30 ish followed by a little dancing in the barn. Bring a couple of lawn chairs if you are driving instead of flying. Anyone wishing to camp over night let us know. If you plan on flying into Boyceville instead of our place let us know and we will shuttle you back & forth. It should be great fun. We look forward to seeing lots of family, neighbors, flying friends, gun friends, business friends, and you too. Dress cas-

ual. The kids are welcome! Please pass this invite on to fliers and friends that we may not have a current email for. We are pretty excited about the new barn, and almost done. One of the purposes of the party is to force us to finish a lot of those little pesky details. The barn is currently 95% done with only about 25% left to go! Wish us luck!

Ron Purvis
Knapp, WI
715-665-2431

FAA Sport Pilot

FAA's goal is to announce the new sport pilot/light-sport aircraft rule at EAA AirVenture Oshkosh 2003, according to Peggy Gilligan, FAA's Deputy Associate Administrator for Regulation & Certification. She made those comments Thursday, April 3 during the annual "Meet the FAA" session at the Sun 'n Fun EAA Fly-In at Lakeland, Florida. For more http://www.eaa.org/communications/eaanews/030403_sp.html



Membership Dues

Your NCWLF membership may be expiring this month. This could be your last newsletter. Our calendar year ended April 30. The cost is still only \$12.00. You can renew by paying at the next meeting or by sending your payment to: NCWLF PO Box 12 Schofield, WI 54476. Remember that EAA membership is required to belong to any EAA chapter so please include your EAA # so we can update our records. We have EAA membership forms for you to use that allow our chapter to receive a \$10.00 rebate from EAA. The rebate is for new memberships only, not renewals. See Steve Krueger for details

NCWLF Calendar of Events

April 19, 2003 Chapter 75 Meeting

Turner Field, Lake Nokomis, WI 1:30

May 7, 2003 EAA UL 75 Young Eagles Rally

Merrill Airport, Merrill WI Lincoln Co. 4-H Youth. 6:00 pm - 8:00 pm. Rain Date May 14. Steve Krueger 715-536-8828

May 17, 2003 Chapter 75 Meeting

John Verfuert's, Spencer WI

May 17, 2003 Purvis Barn Dance

Knapp, WI 5:00 pm Ron Purvis 715-665-2431

June 14, 2003 EAA Ultralight Day

Wittman Airport, OSH Oshkosh, WI www.airventure.org

June 21, 2003 Chapter 75 Meeting

Dean Turners Lake Nokomis 1:30 Pontoon boat rides, water-skiing, swimming, shuffleboard, trap shooting, bonfire, and of course a cook out. Enjoy a great day around the Resort. Come early and stay late. Camping available. Dean Turner 715-453-4197

July 19, 2003 Chapter Meeting

Jim Jakel, Jack LaSee Barnstormer Fly In, Abbotsford, WI

July 12, 2003 Gumps Flying Circus

Northport Private, New London, WI. Ultralight Plane Competition, Pig Roast, Raffle, Prizes, Kids Games, Camping, Plane Rides, Burgers, Brats, Ski Divers. Dan or Tweet Hurst (920) 788-5708 EAA Chapter 4

July 23 - 27, 2003 PRA National Convention

Mentone, IN Glenn Bundy at gforgyro@medt.com prahq@medt.com www.pra.org

July 29-August 4, 2003 EAA AirVenture

Oshkosh, WI

July 25 - 27, 2003 35 Anniversary Hatz Reunion

Merrill Airport, Merrill, WI Steve Krueger 715-536-8828

August 10, 2003 Musky Day Fly In

Boulder Jct. WI

August 16, 2003 Chapter 75 Meeting

Lake Of The Woods

August 15 - 17, 2003 WI State UL Fly In

Wautoma Lake Of The Woods

August 17, 2003 Tomahawk Air Show

Tomahawk Regional Airport T08 Tomahawk, WI 7:00 am - 4:30 pm Pancake breakfast, craft market, military and civilian displays, plane rides, lunch, air show 1:00 pm Ray Marvin 715-453-3482

August 24, 2003 Merrill Airport Day

Merrill Airport KRRL Merrill, WI 8:30 am - 4:00 pm Pancake Breakfast, hamburgers, drinks provided by Lion's Club, airplane rides, ultralights, radio controlled aircraft display. Beverly Cornelius 715-536-2842

September 5 - 7, 2003 Shelbyville Regional Fly-In

Shelbyville, IL Contact: Tom Milton at gyroplanes@aol.com for Rotorcraft information

September 20, 2003 8th Annual Blume-Voss Fly-In & Chapter 75 Meeting

Little Chicago, WI

October 18, 2003 Chapter 75 Meeting

(Continued on page 7)

NCWLF Calendar of Events cont...

(Continued from page 6)

Location TBA

November 15, 2003 Chapter 75 Meeting

Location TBA

December 13, 2003 Chapter 75 Meeting

w/ EAA 640 & 243 Merrill Airport

Check these websites for other events:

www.dot.state.wi.us/dtid/boa

www.brainerd.net/~syzygy/wisconsin2.htm

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

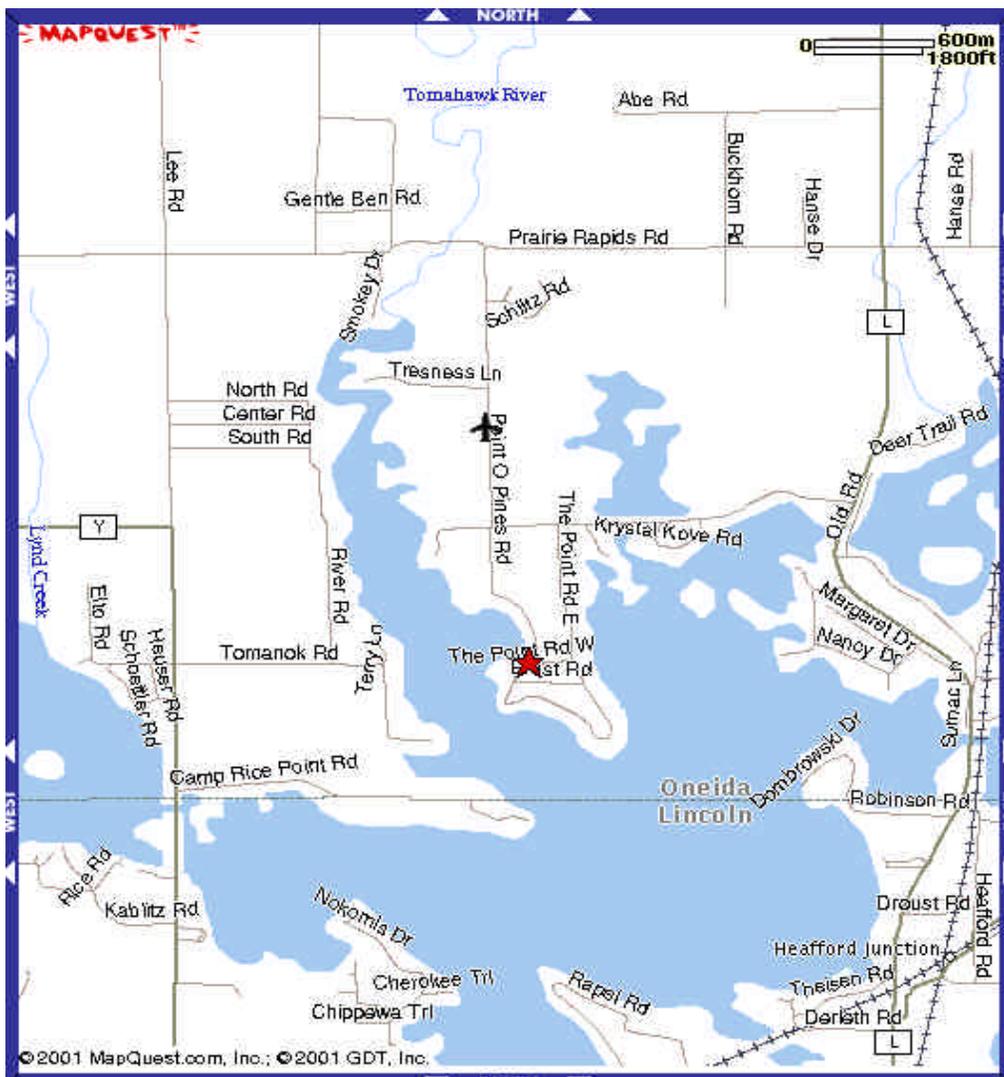
Video Library

Hey all you "75ers" - treat yourself by viewing a flying tape. These pilots are GREAT!!!! SO ARE THE PLANES.... I will have the video library at the meeting.. SEE YA THERE!!!!

Ron Detert

NCWLF Meeting April 19

Dean Turner and Carrie Franks on Lake Nokomis Saturday April 19 at 1:30 PM meeting. Brats & soda to follow. Feel free to bring along a favorite dish or dessert to pass. 51 North to Hwy 8 W. 3 miles, turn right, on CO. L North. 3 miles, turn left, on Point 'O Pines. 1 mile, turn right again following Point 'O Pines. Left, 1/2 mile, Tresness Lane. Turn left into runway. Weather not permitting, meeting at the house. For that follow the signs for "Three T's Resort" on Point 'O Pines, to Point Rd.E. 453-4197



Buy | Trade | Sell

✎ Quicksilver MXL 2, 2000 model, 503 B gear box, electric start, Three blade Warp Drive prop, Drew Pod, EGT, CHT, Icom A22, Comtronics helmet with audio, GPS, 50 Hrs total time. \$12,000 Firm. Dick Lee 715-453-3135

✎ Wanted: Used handheld or base aircraft radio. What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy Viegut 715-571-1425 after 3:30 pm sir_jeremy@yahoo.com

✎ 2002 Quicksilver Sport 2S, strut braced, 582, oil injection, blue with yellow trim, dealer built, new with 50 hours TT, no damage, \$17,500 Sean Curry 920-787-1810 or curry@vbe.com

✎ 1989 Challenger II Clipped Wing Special UL trainer. 503 DCSI Prov 4 \$7800 with flapperons, doors, radio, intercom with two headsets, skis. New in box replacement parts include carb sockets with clamps, new tail struts, and all structural bolts and brackets with rivets, + the metal front seat kit. It of course needs a good wash and the time to install all. The motor 130 hrs SMOH should be inspected. It is intake fogged now. Local aircraft since 1990. Other goodies available. Rich-

ard Penney rpenney@presenter.com 715 235-2190

✎ 1983 Tierra Ultralight, Originally 2 place converted to single, 503 Rotax single Bing 54 Carb, Single Ducati ignition from late 90s Ski Doo engine time approx 60 hrs new, full enclosure, new IVO ground adjustable prop, new tow UL SC strobe, new battery and rectifier and voltage regulator, BRS 4 canister chute (past repack date), fuel gauge, airspeed, new cylinder head temp, dual exhaust gas temp gauges, variometer, Tiny Tach & Hobbs meter. \$5,000 Tom Corso weekdays 262-786-4450, home 262-521-2794 cell 262-474-1977.

✎ Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglass Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.

✎ Rotec Rally 2B 447 CDI B.R.S. 500# soft-pack 4 blade Ultra Prop ICOM A3 radio and headset. \$1750.00 Paul Zarnke 715-848-1816

✎ Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI tduquaine@new.it.com

✎ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full compliment of analog gauges mounted in lexan panel. Includes streamlined strut covers, hyd. brakes, 6 & 12 gallon gas tanks, snow ski's, and BRS 750 Soft Pack parachute. Asking \$ 8,000. Also available: Hanger rental on premises \$90 month. Bob Zaretske 4720 Martha Lane Pewaukee WI 53072 262-781-2251 cell 414-791-7670

✎ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Do you know of anyone who has a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon-XP. Ron 573-348-4654 rbeller@2ultra.com

✎ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS

chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held Delcom radio, instruments, and much more. \$ 18,200 or best offer. Glenn Wagner 715-453-8461. Glensnr71@klinktech.net

✎ Titan 1 with custom paint - 582 Rotax with 0 rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 chute. Full instrumentation with EIS. \$ 18,500 Tim Hanagan 920/734-8682 Appleton, WI



Excellent Hangar or Storage Units

8 to 48 ft wide

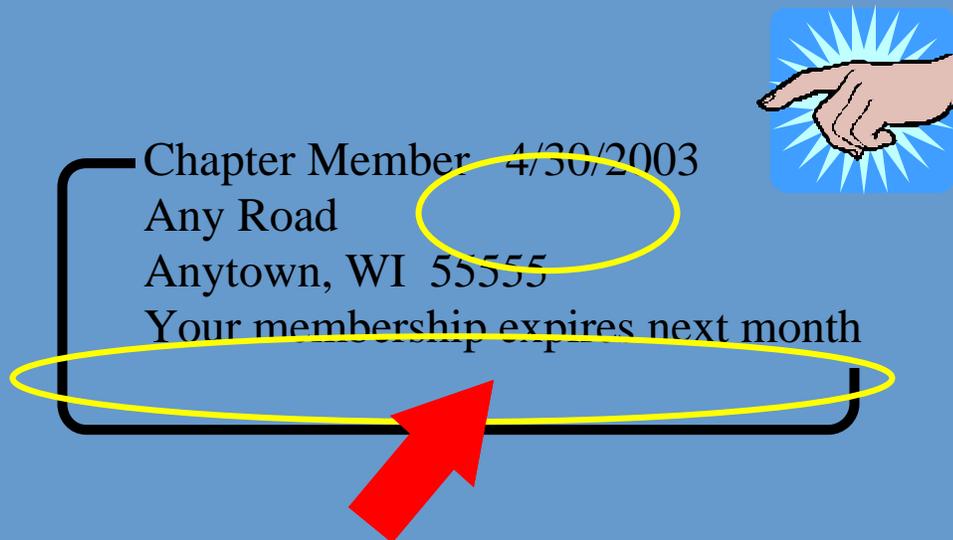
Contact George Kramer
Deerbrook WI
715-627-7925
gmramer@msn.com



Is your membership expiring?

Check your mailing label.

It tells when your membership expires



This may be your
LAST NEWSLETTER.

Send your membership dues

today - to:

NCWLF

PO Box 12

Schofield, WI

