

Volume 34

Number 2



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A quarterly newsletter from the

**Forest History  
Association of Wisconsin, Inc.**

P.O. Box 424  
Two Rivers, WI 54241-0424

**Summer 2009**

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# *Chips and Sawdust*

Volume 34, Number 2

Table of Contents

From the President's Chair.....	pg. 2 - 4
FHAW Fall Conference Registration.....	pg. 5
Judy Cook Performance.....	pg. 6
WI Forestry Science Center.....	pg. 6 - 7
History of Pensaukee.....	pg. 8
Annual Hamilton Roddis Lecture.....	pg. 8
Tree Farm Signs.....	pg. 9
Firewood Notice.....	pg. 9
Fall Conference Information.....	pg. 10
Membership Application.....	pg. 12



**See Page 9 for the  
Fall 2009 Conference  
Registration Form**

# From The President's Chair

Dear Friends,

What I have been doing this summer!

## **WORLD WAR II GLIDER SYMPOSIUM**

*Organized by The Dr Harold C. Deutch WWII  
History Round Table - May, 2009*



The Story of the Gliders that were used in World War II is overshadowed by the glamour of the evolving powered aircraft, both propeller and jet. After the success of the German capture of Eben Emael in 1940, the interest in Gliders was heightened. During WWII, FOUR major types of Gliders were put into production in the U.S.: 1) the CG-4A, the CG-13A, CG-15A, and the CG-10A. By far the greatest effort was put into the CG-4A. Of the various glider models built, the total number exceeded 14,000. Only three powered aircraft models built in WWII exceeded the gliders in total production: 1) P-47, 2) P-51, and 3) B-24. The Gliders were used in every Theater of Operation during WWII. There was also the HORSAs Glider that was developed and built by the British.

The largest manufacturer of U.S. Gliders was Ford Motor Company (FO) with about 4,300. With Northwestern Aeronautical Corporation (NAC) in Minnesota trailing with a distant about 1,600, Commonwealth (CM) of Kansas built 1,470, General Aircraft (GE) of Long Island built 1,112, and Gibson Manufacturing (GN) of Greenville, MI adding 1,078. Commonwealth also built 100 CG-3A Gliders. Ford and Northwestern were the only builders of the CG-13A, with Northwestern building 50, and Ford building 87. WACO of Troy, Ohio, was the only manufacturer of the CG-15, adding 427 as the War was ending.

The story of the Glider Program is remarkable story itself. Requirements of the Glider Program specified that NO powered aircraft manufacturer could be involved in building Gliders and aluminum was specifically reserved for the powered aircraft production. To accomplish its goals, the Glider Program would have to accept the aircraft design and materials that had been used to produce aircraft prior to the use of aluminum. The program was not only restricted in materials, but also severely restricted to use available labor. The necessity for fighting men severely diluted the male workforce and opened a great opportunity for Women to enter the labor pool, and the emergence of "Rosie the Riveter". All sixteen of the Glider prime contractors and hundreds of sub-contractors for the Glider Program

employed Thousands of women in production and assembly.

A two day Symposium is being organized to bring the experts in the field together. We will also bring the Veterans that flew the Gliders, Tow Planes that took them into battle, and the Combat Veterans that went into Battle in the Gliders.

## **World War II gliders given new life by local volunteers**

*The two gliders were modest aircraft whose contributions to victory were great. You can see their progress today in Eagan.*

*By Frederick Melo - [fmelo@pioneerpress.com](mailto:fmelo@pioneerpress.com)*

Imagine gliding earthward from 3,000 feet in the air in a wooden plane lacking an engine, Nazis and landmines on the ground to greet you, a thin veil of plywood protecting you from waves of enemy fire.

During World War II, thousands of U.S. and British troops were towed into the skies in steel-framed gliders and released in the direction of opposing armies. The engine-less craft swooped in behind enemy lines, landing 13-man crews, jeeps, howitzers and other artillery pieces as large as bulldozers.

A few gliders later returned to the air the way they came, by hook and nylon rope, swinging like Tarzan off the ends of larger military cargo planes. But most were too damaged at landing to be flown more than once, and their frames remain strewn in woods and trash heaps around the world.

They were improbable weapons of salvation and destruction, these rickety sky rigs, and their successes and failures have become the stuff of war legend.

"The first tactical use (the gliders) had was in the invasion of Sicily, coming out of North Africa," said Don Patton, a retired U.S. Army colonel and World War II history enthusiast. "I think 50 percent of the gliders were actually shot down by our own naval gunfire because they didn't know what they were."

On June 6, 1944, hundreds of the so-called "flying coffins" were deployed with greater success for D-Day, the Allied invasion of Normandy.

James Johns, a retired Army aviation captain, said only seven or eight combat gliders have been fully restored around the world, and fewer and fewer of the daring flyboys who piloted them and the women who stepped into the role of "Rosie the Riveter" to build them are around each year.

Patton and Johns have dedicated their retirement years to organizing the World War II History Round Table, a Minnesota association that educates the public about the war. On Friday, they were joined by hundreds of war veterans and history buffs for an all-day "Glider Symposium" at Fort Snelling.



During the war, the family-owned company produced wooden parts for 1,509 of the 14,000 gliders manufactured in the U.S.

Speakers and visitors at the symposium hailed from 13 states, and included actual glider and cargo plane pilots. Gerard Devlin, the author of "Silent Wings," which chronicles the glider saga during the war, was the opening speaker Thursday evening at the Fort Snelling Visitors Center.

For more information, go to [mn-ww2roundtable.org](http://mn-ww2roundtable.org). Frederick Melo can be reached at 651-228-2172.

I have a new granddaughter!!!! Have a good summer!!! See you in LaCrosse.



**Pictured left: Sara Connor receiving a Roddis Lumber and Veneer Company, Marshfield, plywood piece fabricated on December 8, 1943, used in the U.S. Army Air Corps WWII Gliders. Nick Linsmayer, President of Villaume Company, which was a sub-contractor putting the gliders together for Northwestern Aeronautical Corporation in Minneapolis, presents Ms. Connor with this newly found artifact at the WWII Glider Symposium.**

## **Update on the Holt-Balcom Logging Camp**

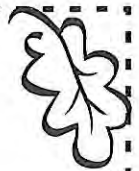
The Holt and Balcom Logging Camp is truly a historic site as it is the oldest surviving logging camp standing in its original location. The cook shack and bunkhouse have undergone a much-needed makeover. The building has a new roof, its interior has been whitewashed, and many of its rare and priceless artifacts have been cleaned, rearranged and restored. One exciting new edition to the Camp's collections is a food chest, used by the camp cookee to keep food hot as he transported a lunchtime meal to the loggers working in the woods. (From the Pioneer Express, June 29, 2009 issue).

The logging camp continues to exist. Through the generosity of some very good people, a new roof was put on last fall which gave it a new lease on an extended life. There are plans for further renovation, such as rasing both buildings and putting a foundation under them. These plans may have to be fulfilled as money becomes available but the logging camp is there to carry on its tradition.

I (Norm Langer) am no longer the chairman of the Holt-Balcom Logging Camp. We finally found a very well qualified and responsible person to take over. I remain available to assist them in giving tours, etc. as necessary and as I am able. The logging camp has an acting and able committee to guide them through the next few years.



FHAW 34th Annual Meeting  
Registration Form



Detach along line

Name(s) \_\_\_\_\_

Address (street) \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_ Email \_\_\_\_\_

**September 29**

Dinner & Performance \$25  
-Live/Silent Auction

**September 30**

Continental Breakfast \$5  
Bus Tour & Lunch \$25  
Dinner \$31.95  
-Judy Cook will perform on the "River Queen" Paddleboat Tour. Dinner and a Performance!

**October 1**

Lunch \$8.50

**Total \$95.45**

Detach along line



*Make checks payable to FHAW & send to:*  
**Bob Walkner**  
3103 Maplewood Road  
Two Rivers, WI 54241



**In Cooperation with the La Crosse Historical Society, the Forest History Association of Wisconsin is proud to present:**

# *A Performance by Judy Cook*

Born in Virginia, the third of four children, Judy grew up with singing from both parents and a love for music. "We sang at the table, we sang washing dishes, we sang riding in the car, they sang lullabies to us." Informal singing went beyond the immediate family: Judy's father called singing squares for neighborhood dances and played songs on the piano by ear; Judy's mother made sure singing was a big part of the scout troops she led; extended family gatherings often featured evening sings. Judy's sense of whimsy and joy of singing surely date from her earliest years.

*Continued on page 11*

## **Wisconsin Forestry Science Center**

### **Introduction**

Although we don't always recognize it, forests play an important role in our daily lives. They impact our quality of life in numerous ways and provide untold social, cultural, economic and ecological benefits to Wisconsin.

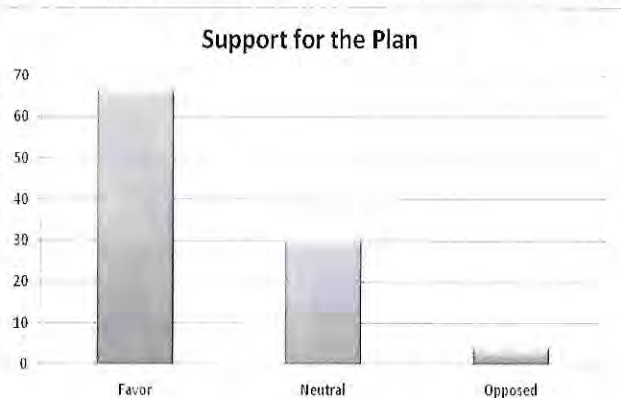
To ensure the public understands how much we rely on this vital resource, the Wisconsin Forestry Science Center is setting out to advance the understanding and appreciation of trees and forests by all.

In order to get feedback about the project and gauge potential interest in this science center, we recently conducted 55 personal interviews with people who could provide us with important insight the early stage in project planning. You are among the people we spoke with.

### **Findings**

#### **Support for the plan**

Two-thirds of those we spoke with favor the plans for a Forestry Science Center. 30% of participants were neutral to the plans and 4% were opposed.

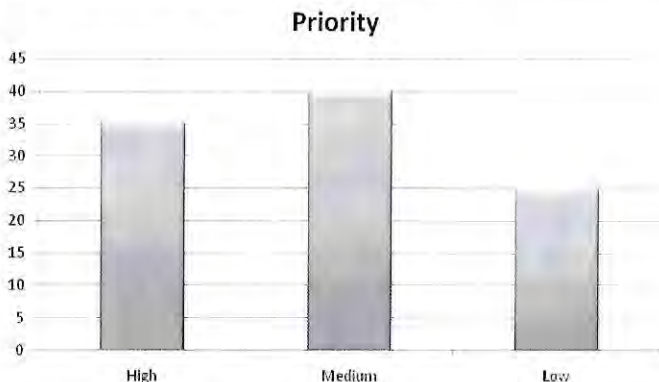




Those who favor the plans feel the public must be better educated because too few people understand or appreciate the role of trees and forests in our lives. Those neutral or opposed to the plans were concerned about the economy or said the Center should be careful not to duplicate programs already available from other organizations in the area.

### Priority of the Plans

One in three participants considers the plans for a Forestry Science Center a high priority, saying it's relevant now that the public better understand this important subject.



Most of those who consider the plans a medium or low priority said these were unusual times of economic recession and that providing people with food, shelter, clothing and medical care was the highest priority for society.

### Fundraising Goal

Many study participants offered financial support for the project, either personally, from their business or from their foundation, and several suggested others who might also be interested. Yet the present economy has made it difficult for several other prospective supporters to commit to the project, despite their interest.

An analysis of preliminary gift intentions indicates that enough can be raised for Phase 1 of the project and that additional support will follow as the economy grows, meaning the center could grow over time.

### Summary

The perspectives offered during the study will be most helpful as the Founding Board now begins important strategic planning to determine how the project should proceed.

We will be pleased to update you again when this planning is complete in September.



# History of Pensaukee

With Peter Stark and Dick Doeren, I researched and validated the earliest commercial and documented sawmill in the state. This sawmill's history dates back in 1826 when John P. Arndt got the War Department and the Menominee Indians to sign a lease agreement for timbering on the Pensaukee River, 25 miles north of Green Bay.

Working with Indian Agent Henry B. Brevoort in Green Bay for timbering along a river 25 miles north, John Penn Arndt got the oral permission from the U.S. War Department and by 1825 had built the area's first Durham boat for shipping timber to market. His lease was executed finally with permission of the Menominees and War Department in 1826 to set up a waterwheel sawmill on the river in what eventually became the town of Pensaukee. Arndt had previous knowledge of the Menominees, unlike Shaw with the Winnebagoes, which allowed him to complete transaction and access for his mill without damage - although later the mill was threatened by the Menominees. But Arndt also had the help of a man who understood how to deal effectively with tribes in the area. This first legal negotiation led to further legal negotiation led to further legal mills in the state, and Arndt also knew that the Menominees would not be able to keep the land much longer.

Illegalities continued, however; Daniel Whitney, an early settler, got arrested on the Wisconsin River in 1831. He considered himself Arndt's biggest competitor, it seems; he even tried to build his own Durham in 1829 - but it sunk.

You see, most lumbering sites before Arndt came along were illegal, or a whip saw site for local consumption, were French or British, and generally not documented. With Arndt's mill, things began to change. His experience became the template for future successful U.S. mills after the War of 1812 - possibly all the way out to Sutter's Mill in California. The first U.S. for built west of the Mississippi River was Leavenworth in 1826, and they had to get lumber from some Indians who'd procured a whip saw for their use.

## Camp 5 Museum - annual Hamilton Roddis Lecture

The annual Hamilton Roddis Lecture, sponsored by the University of Wisconsin Department of Forestry, Ecology, and Wildlife Studies and by Kemp Natural Resources Station, takes place at Camp 5 Farm, Laona, Wi., August 18, 2009 at 10:30 A.M.

Speaker Iain Murray's topic is "Global Warming - Its Science, Economics, and Ethics". Mr. Murray MA, MBA, is Director of Projects and Analysis as well as Senior Fellow in Energy, Science, and Technology at the Competitive Enterprise Institute, Washington, D.C. The Weather

Channel in 2006 named the Competitive Enterprise Institute one of the ten most influential participants in the Global Warming Debate.

After the coldest winter in many years, Wisconsin's third coldest spring in 138 years, and record temperature lows in June, Mr. Murray's speech will be topical. In addition, the Economics of Global Warming will be a timely subject coming on the heels of the "Cap & Trade" debate.

The lecture is free. However, advanced registration by August 12 is required. Registration and reservations can be made by calling 715-674-3414 or e-mail [info@lumberjacksteamtrain.com](mailto:info@lumberjacksteamtrain.com). Details regarding transportation to the lecture will be provided at the time of registration.



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# Don't Move Firewood!

**Did you know that the movement of invasive insects and diseases on firewood is destroying trees? These bugs can hitchhike hundreds of miles on firewood, causing devastating infestations in urban, suburban and forest areas. Areas like your favorite campsite, your neighborhood, and national parks are at risk.**

**As summer arrives, and you head out to the woods to go camping, remember: get your firewood locally!**

**Learn how to help prevent the spread of these dangerous pests at [www.dontmovefirewood.org](http://www.dontmovefirewood.org)**



**JOIN US!!!**

# **FHAW FALL CONFERENCE**

**SEPTEMBER 29 - OCTOBER 1  
LA CROSSE, WI**

HOTEL: ECONOLODGE, LA CROSSE  
1906 ROSE STREET • LA CROSSE, WI  
PHONE: (608) 781-0200

***SPECIAL GUEST PERFORMANCE!***

***JUDY COOK - SONGS OF LUMBERJACKS & RIVER RATS***

*IN COOPERATION WITH THE LA CROSSE HISTORICAL SOCIETY*

## **SEPTEMBER 29TH:**

- BOARD MEETING AT 4:30

PLANNING FOR A FUN EVENING

WITH JUDY COOK AND SILENT AUCTION

## **SEPTEMBER 30TH:**

- TOUR OF HISTORICAL SITES AND ENVIRONMENTAL CENTER FORESTS OF WDNR WITH LECTURES

- RECEPTION AND DINNER ON THE "RIVER QUEEN" PADDLEBOAT TOUR. DINNER & A PERFORMANCE BY JUDY COOK

## **OCTOBER 1ST:**

- LECTURES AND LUNCH

A solid appreciation for music and singing goes back further yet. Generations of Judy's family have attended Oberlin College where proximity to the conservatory of music ensured plenty of personal experience with good music and musicians. Though she never really knew them, Judy's ancestors included preachers, teachers, and elocutionists; if there is a gene that predisposes one to love delivering a good story, Judy has it.

As she took her place in the folk community, Judy began researching the songs she loved and discovered the wealth of written, recorded, and personal sources for traditional songs and ballads. "I sang with friends at Scout camp, and Oberlin College, but lacked a communal setting for sharing the songs until I joined the Folklore Society of Greater Washington." Through FSGW Judy met other folks who love the old songs. They could get excited talking about variants and sources. Her respect for traditional music was already strong, but continued to deepen as she started visiting old bookstores and the Library of Congress to learn from the many rich collections of traditional songs and ballads. Judy's idea of a good time is to spend a Saturday night, or better yet a whole weekend with friends singing songs and ballads that have been memorized and polished. "The folk community is wide; we've enjoyed swaps and sing-arounds both at home and wherever we travel."

Judy began performing professionally in the early 1990's when people she met at song swaps began asking her to sing at their festivals and coffeehouses. "My self confidence grew as I realized that there are a lot of people who love the songs I sing, and that I get such joy from sharing them with those people." In England, Sara Grey introduced Judy to the British folk community at the Whitby Festival in '97 and David Jones at The National in '96. When Judy decided to start touring in 1998, she did so in the UK as well as in the USA right from the start. She has quickly come to be well respected on both sides of the Atlantic as a singer and propagator of the old songs. Her joy in singing, deep respect for the tradition, and sense of humor delight her listeners.

Judy's first full length recording of unaccompanied traditional songs and ballads, "If You Sing Songs..." was released in 1998, followed two years later by "Far From the Lowlands."

For more information on Judy Cook please visit her website:  
<http://judycook.net/>

# Forest History Association of Wisconsin, Inc.

## - Membership Application -

Please enroll me as a member and participant in the Association's program of developing the educational and historical aspects of Wisconsin's forestry and logging industry. Attached is payment for:

- \_\_\_\_\_ Student Membership (\$5.00)
- \_\_\_\_\_ Individual Membership (\$15.00)
- \_\_\_\_\_ Family Membership (\$25.00)
- \_\_\_\_\_ Non Profit Organization Membership (\$25.00)
- \_\_\_\_\_ Corporate Membership (\$50.00)
- \_\_\_\_\_ Individual Life Membership (\$250.00)

### Other Contributions:

- \$ \_\_\_\_\_ Student Awards
- \$ \_\_\_\_\_ Capital Fund
- \$ \_\_\_\_\_ Operations



Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip: \_\_\_\_\_

Detach and mail this application with payment to:

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**P.O. Box 424**

**Two Rivers, WI 54241-0424**

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## Committee Chairs

### 34th Annual Meeting

Econolodge  
Sept. 30 - Oct. 1, 2009  
La Crosse, Wisconsin

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altefurstler@aol.com  
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Don Lambrecht

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Sara Connor

### Membership

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