

Volume 35

Number 1



Chips and Sawdust

A quarterly newsletter from the

Forest History
Association of Wisconsin, Inc.

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Winter 2010

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Forest History Association of Wisconsin members are encouraged to submit items of interest for this newsletter to the editor:

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Book Review



A History of Lakewood, Wisconsin Small Town Success in the Northwoods

Through a series of narratives and short stories, author Tom Thielke presents the history of Lakewood, a small town in the northwoods of Wisconsin. This amazing collection of facts, lore, tradition, and family stories also includes a comprehensive collection of photographs. A chronological timeline of the history of the community includes a variety of events, from the establishment of the Wisconsin Territory, to local election results, to the Great Bank Robbery of 1921.

History of Lakewood, Wisconsin: Small Town Success in the Northwoods is available directly from the author. Please send check or money order payable to Tom Thielke to: Tom Thielke, 503 W Westcott Avenue, Crandon, WI 54520. Softcover, \$29.89 or Hardcover, \$44.87 (both include taxes, shipping and handling).



From The President's Chair

Dear Friends,

Planning is well underway for the September 23-25, 2010 FHAW Annual Meeting in Green Bay. This year, we are meeting and greeting the Board of Directors of the Forest History Society. Their Board comes from all over the United States and Canada. I hope that all of you will make plans – and your Reservations early to greet the Forest History Society in Green Bay and get to know them. You can visit their website at www.foresthistorysociety.org

The host hotels for the conference are St. Brendan's Inn, as well as Hotel Sierra (the former Embassy Suites). We will be touring Heritage Hill and Peshtigo. Paul Delong, WDNR Forester will be a guest Speaker and others are expected to join us and will be announced soon. We will be having a Dinner on Thursday night at St. Brendan's, Friday at Black and Tan, and our meeting will take place on Saturday morning. Please make your plans EARLY!

Other news is that our "History of Logging in Wisconsin" exhibit has moved to Chippewa Falls from the WDNR Hixon Forest Eco-Park. They had a flood and fortunately, our exhibit was not damaged! Contact Arley Engels in Chippewa Falls if you are in the area to see the exhibit and visit the Historical Society. In May, the "History of Logging in Wisconsin travels to Marshfield for their Historic Preservation Week, as well as in their public schools!!

Our Board is working on publicity. For example, I hope that you have all seen the articles in the TPA Magazine – December 2009 and January 2010 issues. More will be forthcoming! Listen for "Public Service" announcements on your radio!

Enclosed in this issue is more about the 2nd WWII Glider Symposium in Madison, September 9-11, 2010. The FHAW will be represented with the traveling exhibit! I hope many of you will attend – especially the Veterans!!

Continued on page 3

We need snow in Montana, but Bruce is skiing daily! I am expecting another grandchild in June!! I hope that you are all well !! Don Schnitzler is the new Editor of "Chips and Sawdust." Please send him your ideas and articles!!

Sincerely ,
Sara Connor

Minutes of the Board of Directors Meeting December 18, 2009

The meeting was called to order at 9:20 AM at the Manson Insurance Building, Wausau, by President Connor. Directors present: Connor, Kotar, Walkner, Noffke, Giese, Schnitzler, Albrecht, and Peschau. Absent: Davidson and Pierce.

Secretary's report: The minutes of the October 1 board minutes were printed in the Fall issue of C&S and were not presented here. There were no calls for correction, so they were approved.

Treasurer's report: Treasurer Walkner presented a report for the period of July 1 to Nov. 30/09. Total operating receipts were \$4,311 and total operating expenses \$7,202. Total cash assets were \$66,625.

A discussion ensued about the pros and cons of subsidizing the annual meetings. No conclusion was reached.

President's Report: President Connor informed the board that she is passing the editorship of Chips and Sawdust to Don Schnitzler. She also reported that a 500 photographic slides collection donated by member Randal Rohe could not be accepted by the Wisconsin Historical Society without source authentication of sources. Secretary Kotar will contact Mr. Rohe to explain the problem and inquire about possible authentication of any portion of the collection to satisfy the Society's requirements.

Committee Reports:

Awards:

Hall of Fame: Tom Albrecht is representing FHAW on a 10-organization nomination and selection committee. He informs us that over the years our organizations has submitted more nominations than any other participating

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Veteran's Corner



*Please contribute your stories
Thank You for your service!*

I entered the service in 1943 as an Aviation Cadet and after finishing preflight school in Santa Ana, California, I received flight training in Arizona and was awarded my wings at Luke field (Phoenix, Arizona) in April of 1944. Next, I went to Texas for training as a single engine fighter pilot and qualified to fly the P-47 Thunderbolt.

In September 1944, after a short leave, I along with 14 other pilots flew out of Miami for Calcutta, India. The trip included stops in Casablanca, Cairo and Karachi, India. We were replacement pilots assigned to the 81st Fighter Group. The 81st consisted of the 91st, 92nd and 93rd Fighter Squadrons. This fighter group had been flying P-39 fighters in North Africa. They had lost a number of pilots and planes in the North African Campaign and had been pulled out, assigned to fly P-47s and moved to India. After a few months the 91st and 92nd Squadrons were moved to China. First, I was assigned to the 93rd Squadron that had the mission of protecting Calcutta. The Japanese were in Burma and moving west. Late in 1944, I was reassigned to the 92nd Fighter Squadron which was located near Chentu (Chengdu), China.

The mission of the 91st and 92nd squadrons was to guard B-29 bases and meet returning aircraft in case the Japanese were following the B-29s back to Chentu airfields. Business was slow and, only on three or four occasions, was their action while I was there. I usually scrambled. The squadron spent the winter of 1944 living in tents in the Chentu area. Then in the spring of 1945 the B-29s moved out of China to the Mariana Islands and our mission changed. The 92nd moved to Ankang and the 91st to Xi'an and our mission was to support the Chinese Nationalist Army and harass the Japanese by destroying railroad bridges, trains and river boats. When the U.S. troops began their invasion to retake the Philippines, we ran several missions over the Japanese air bases in Hangkow (Central China). The hope was that we could prevent any Japanese aircraft from moving to the coast and into action in the Philippines.

As several of the veteran pilots received enough missions and were sent home. I began to see more ac-

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tion. On one mission, I was in a four ship flight that escorted B-25 bombers, that resulted in the destruction of a major railroad bridge. I was also involved in several strafing missions. Twice when on rest leave in India, I along with several other pilots, received orders and we flew replacement P-47s over the "Hump" from India into China. I had the dubious claim to fame, of having flown the first P-47N bubble canopy plane into China from India. I tried to get to keep the plane, but was outranked by a captain from the 91st. This plane blew up when returning from a mission about a month later. An oxygen leak was believed to be the cause. I also lost two friends that I bunked with, both as a result of crashes, when flying out of Ankang in July of 1945.

I had several interesting experiences late in the war. About 10 days before the first atomic bomb was dropped, the 81st Fighter Group planned a mission to knock out the Yellow River railroad bridge in north China. The mission involved B-25s, P-51s for top cover and P-47s for strafing and bombing. Colonel Celleni, Commander of the 81st was to lead the mission. He had a number of leadership problems when in North Africa. The rumor was that he was convinced that one of his own pilots was going to shoot him down. This is where I came in. I had never flown with him, never met him and was told I was going to be temporarily assigned to the 91st Fighter Squadron and fly the colonel's wing on the important mission. I was really excited – my first big chance. The move was made, the pilots were briefed and the planes moved to the flight line. As we were about to take off, because of weather over the target, the mission was postponed for two days. Two days later a second briefing was held, but before we were able to go to our planes, word arrived from Kunming (14th Air Force Headquarters) canceling all missions. Four or five days later the war was over.

About a week later I had the opportunity of flying into Hangkow with Major Thomas Harrison to determine if the air field was suitable for use by the 92nd Fighter Squadron. We stayed in the French Embassy and were the first air force personnel to arrive in the city. We were treated like heroes. Then everything went down hill from there. The decision was made to turn our planes over to the Chinese Nationalists at an airfield south of Shanghai. Instead of going home from there, the pilots with the fewest missions were flown back to Calcutta and it wasn't until early 1946 that we returned to the states via troop transport. After about 25 days at sea we arrived in San Francisco. Heroes, are you kidding? The most frequent comment was "Where have you been? The war has been over for months."

Submitted by Dean Einspahr
Appleton, WI

2nd World War II Glider Symposium September 9-11, 2010

The 2nd WWII Glider Symposium is a community based project sponsored by the Wisconsin 82nd Airborne and the Wisconsin 101st Airborne to honor the few remaining men in their own community of "The Greatest Generation," who were "Glider Riders" and Glider Pilots. "Comrades in Arms" reflected their commitment to the greater community of humanity and survival. They fought in the Battle of the Bulge, "Operation Market Garden," Sicily, North Africa, and Burma. Ask many veterans or people and they say with startled expressions, "Glanders were used in WWII?" Yes, and the men never felt that "They received their due." The 2nd WWII Glider Symposium honors these brave men as they publicly tell their own story.

From the Wisconsin community to the national stage, the communities of premier authors, historians, museums, academics, and glider restoration projects from around the country convene in Madison, September 9-11, 2010. The Symposium will be preserving, recording, and televising the veteran stories and lectures in museums throughout the country and on public broadcasting stations. The Wisconsin Historical Society, Silent Wings Museum in Lubbock, Texas, and Yanks Air Museum in Chino, California, are Symposium sponsors.

Foremost authors and researchers will present lectures. A book signing will be held. Dr. John Hall – The University of Wisconsin – History Department – Stephen Ambrose/Hesseltine Chair will lecture on "Strategies, Intelligence, and Code Talkers." He is an expert in U.S. Military History and Native American History. Dr. Norman Grim, Northern Arizona University will lecture on Flying the Gentle Giants. Charles Day's Silent Ones: WWII Invasion -Test and Experiment is the leading authority on Gliders and Glider History in the United States. Susan Maynes' "G" is for Guts tells of her uncle as a glider rider. David Moore, CEO of Yanks Air Museum, Chino, California, will talk about their WWII glider restoration as will Noel Allard of the Minnesota Aviation Hall of Fame and WWII History Roundtable.

Additional sponsors of the 2nd WWII Glider Symposium are the Wausau Glider Restoration Project and University of Wisconsin Ath-

letic Department. Terry Frei is the keynote speaker and author of Third Down and a War to Go about the University of Wisconsin 1941 football team including men like Elroy Hersch and Rennebom, and others. Some of who were glider riders and pilots captured in the Battle of the Bulge. Hamilton Roddis Foundation is a contributor, and the Camp 5 Museum Foundation/Wisconsin Forestry Museum is a sponsor.

New research regarding Wisconsin glider training, heretofore unheard will be revealed. With the assistance of the U.S. Forest Service - U.S. Forest Products Laboratory in Madison, a tour and lecture will be conducted by their experts on their critical contribution to aviation, assisting Wisconsin sub-contractors for glider manufacturing in WWII.

In addition to the gathering of Wisconsin veterans, WWII glider "riders," like Les Schwarm of Wausau, Bruno Mueller of Milwaukee, Frank Parzantka of Armstrong Creek (northeastern WI), Walter Pakulski, Don Rich, Herb Huebschen and glider pilots will be sharing their expertise and stories in nightly forums. Escorted by the American Patriot Riders as the color guard, all divisional veterans present will be honored, but especially the glider men .

As an outgrowth of the 1st WWII Glider Symposium held in Minneapolis in May 2009, the 2nd Symposium to be held in Madison in 2010 is a result of the frantic urgency to record the glider stories before all are deceased. There were over 6800 glider pilots. Today, there are 384. Last year 80 died. WWII veterans' silence will be deafening when they are gone. That is why the National WWII Glider Pilots Association (NWGPA) is sponsoring the event, but it is also the reason that next year is the last and final gathering of the NWGPA.

The community of veterans have gathered to honor their own. It is fitting that the stories of 82nd Airborne and 101st Airborne be told and "they get their due." The 2nd WWII Glider Symposium reaches throughout multiple communities. Their stories will be collected, not only on film, but in print as a final outcome of the conference with the lectures to be presented in multi-media formats available to the public on television, DVDs, print, and exhibits.

For More Information Visit —
<http://www.2ndwwiiglidersymposium.org>



Heard from Our Members

Brian Solie—Stanley

This letter is on behalf of the Stanley Area Historical Society, and we're looking for someone that can identify a wood sample for us.

Chapman Lake was once the site of the millpond for the North Western Lumber Company which operated in Stanley from 1890 until 1920. As such, there was a railroad trestle that crossed the lake, and logs had been dumped into the pond for storage.

The lake was drawn down this past year, as a new dam was being built, and the lake bottom revealed the remaining pilings that had been underwater since the mill began. I became curious as to what species these pilings were, and had a sample piece cut, so that it could be identified. When I am satisfied with its identification, it will be donated to the museum, and kept in the logging part of the museum.

From what I see, and what I have learned about pilings, my guess is that it is tamarack, but I want it confirmed before I turn it over to the museum. The sample piece is about 11" in diameter, and I've counted in excess of 100 growth rings on it.

So if there is someone in the Forest History Association of Wisconsin that can help to identify it, I will send a thin sample of the piling for that purpose. [Brian Solie 117 5th Avenue, Stanley, WI 54768, (715) 644-5893]

Mark Your Calendar

35th Annual FHAW Conference
Green Bay, WI
September 23-25, 2010

Watch for full details in your next
Chips and Sawdust Newsletter

Tour
Heritage Hill & Peshtigo

Speakers
Michael Edmonds
Bill Mathias
Bob Courvillion
Paul DeLong

Forest History Association of Wisconsin Proceedings at Turning Points

The Wisconsin Historical Society has published the Proceedings of the Annual Meeting of the Forest History Association of Wisconsin, Inc. at Turning Points in Wisconsin History because they bring together a wealth of useful scholarship not easily found elsewhere and because the earlier volumes are now extremely rare. Because they total more than 1,500 pages, the historical society has broken the series into three separate sequences (1976-1985, 1986-95 and 1996-2006).

The easiest way to use them is simply to enter the phrase 'forest history' in the search box at [www.wisconsinhistory.org/turning points/](http://www.wisconsinhistory.org/turning%20points/) Once you've done that search, click the icon to read the abstract about the article and then click "View the Document" to see the original pages. With any page open in the viewer, you can use the search box at the upper left to search for specific words and phrases. Just below the search box is another box reading "document description." Open that drop-down and choose "print version" to save a copy of the entire document to your computer.

Each volume of Proceedings contains a wealth of information about Wisconsin's logging and lumbering history. Articles ranging from river rafting to logging locomotives and trucks, or lumberjack tales to women in the logging industry. There are hours of reading enjoyment in their pages, and they are just a "click" away at the Wisconsin Historical Society's website. Enjoy!

Do You Know the Answers?

1. A Wisconsin logging railroad built to standard gauge was how wide?
2. The most common geared locomotive used in early Wisconsin logging was nicknamed, "Limey." How did it get that name?

Can't wait for the next issue of Chips and Sawdust to learn the answers. Just visit the Proceedings at <http://content.wisconsinhistory.org/u/?tp,33993> "Railroad Logging in Wisconsin," by James P. Kaysen. Check out other articles appearing in the 1978 Proceedings.

LZ Lambeau Weekend

Vietnam Veterans, their families, and the public are invited to a special Welcome Home celebration at Lambeau Field in Green Bay. It's a weekend of free activities including a special ticketed event on Saturday night. Free events include several days of concerts, reunions, vehicle displays, and exhibits including The Moving Wall™.

During the Welcome Home Ceremony at Lambeau Field on Saturday evening, May 22 we will remember those who did not return from combat with music, readings, and a preview of the Wisconsin Public Television documentary, Wisconsin Vietnam War Stories.

Tentative Schedule

Thurs May 20

Moving Wall™ opens at 4 p.m. at Lambeau
Evening event in La Crosse

Friday May 21

Motorcycle Honor Ride leaves La Crosse by 6:30 a.m.
WPR broadcast live from Lambeau
Education Day at Lambeau 9 a.m. - 2 p.m.
Aircraft Exhibit opens at Austin Straubel Airport in Green Bay
Motorcycle reception / music / exhibit at Lambeau 2 p.m.
LZ Lambeau Opens to the Public at 2 p.m.
Motor pool, Atrium museum exhibits, Portrait Gallery, all exhibits & music stage

Saturday May 22

All Exhibits open at 9 a.m.
Opening Entrance at 10 a.m.
Lectures in Atrium 11 a.m. to 4 p.m.
Music Stage opens 11 a.m. to 4 p.m.
Welcome Home Ceremony in Lambeau Field at 7:30 p.m.

Sunday May 23

All Exhibits open at 10 a.m.
Ecumenical Service at 11 a.m.
Grounds of LZ Lambeau close at 4 p.m.

For More Information visit — <http://www.lzlambeau.org>

Continued from page 3 organization. Nominations are open, the selection
Board Meeting Minutes committee will meet in June.

Fixmer and Connor Awards: The board discussed Dr. Lerry Severeid and the Myrick Hixon Eco-Park organization as potential candidates, but no nominations were made.

Membership: Total current membership is 224.

Old Business:

Proceedings: John Kotar reported that he is working with the authors and The Print Shop in Wisconsin Rapids to produce the 2008 Proceedings this winter.

Additional expenditure of \$45 was approved for Giese's software needs. Plans for the 2010 joint annual meeting with the Forest History Society in Green Bay were discussed. The dates are Sept. 24-25. President Connor is working on speaker line up and a field trip to the historical Peshigo fire area, which will be of special interest to our Forest History Society guests from the East.

New Business:

President Connor informed the board that a WWII Glider Symposium will be held in Madison on Sept. 9-11. A motion was made and carried that FHAW should participate and contribute a display. A sum of \$800 was approved to produce a display banner.

David Peschau is looking for publicity material for promoting forestry issues in the State. Tom Albrecht volunteered to collaborate in this effort.

Adjournment: Meeting adjourned at 11:30 AM. Next Board meeting will be in Wausau on May 7 at 9 AM.

Respectfully submitted by
John Kotar, Vice President

Did You Know ...

In 1925 the Nekoosa-Edwards Paper Company hired the first industrial forester in Wisconsin. He was F.G. Kilp, and began the first industrial forestry program in the Lake States with the establishment of the Nepco Lake tree nursery.

(from Forest History Association of Wisconsin Proceedings, viewed online at <http://content.wisconsinhistory.org/u/?tp,33938>)

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



Detach along line

Name _____

Address _____

City _____ State _____ Zip _____

Phone Number _____

E-mail Address _____

Detach and mail this application with payment to:

Forest History Association of Wisconsin, Inc.

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35th Annual Conference

September 23-25, 2010

Green Bay, Wisconsin

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Auction Committee

Archives

The post office will not forward bulk 3rd class mail.
Please inform the secretary of any change in address.

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