

***A HISTORY OF THE MUSEUM OF AVIATION AT
ROBINS AFB,
THE CROWN JEWEL OF GEORGIA***

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October 1997

Air Force Materiel Command

PREFACE

For the past two decades several dedicated men and women have worked to build the Museum of Aviation at Robins Air Force Base. To try and name them all would prove a futile gesture. Those who have been the leaders are well known to all. Still it is an important story of hard work and perseverance which we have determined should be retold in the following pages, especially in this year of the 50th Anniversary of the Air Force. In this year of historical remembrance what could be more appropriate than to remember the "Crown Jewel of Georgia" which houses so much of what is the heritage of today's U.S. Air Force.

As is the case with any such project there are many people the authors need thank. Of course, this includes all the staff at the Museum of Aviation, especially Mrs. Peggy Young, Lisa Ham, and Bob Dubiel. In addition, we would like to thank Ms. Christine McLeod, WR-ALC/HO Archivist who spent many hours copying and editing pages to assure the accuracy of the story. Last, but not least, we must thank the photo lab personnel who spent hours copying old slides and photos so the reader could see the places and people about which the authors have written.

--Bill Head and Diane Truluck

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Introduction

Even as officials and personnel began their 16-month celebration of the fiftieth anniversary of the United States Air Force in September 1996, the Robins Air Force Base (AFB or RAFB) Museum of Aviation began its 15th year. From the vision and dream of a handful of dedicated men and women, wishing to preserve the historic structures and virtues of the U.S. Air Force, there has grown one of the largest air museums in the entire United States and one of the most important public history preservation facilities in the world. Indeed, it has become one of the most successful partnerships within the realm of federal historic preservation. The RAFB Museum of Aviation includes among its key partners the Department of Defense, the Air Force, many key civic and national groups, such as the Air Force Association (AFA), the Muscogee (Creek) Nation, the Tuskegee Airmen, and the Hump Pilot's Association, as well as wide-ranging support from the state and local government, business, and the American public. It has become in this fiftieth year of the Air Force a perfect example of the ideal relationship between federal preservation efforts and the benefits these efforts provide to the American people.⁽¹⁾

As a public history facility, the Robins AFB Museum serves to educate and illuminate the U.S. citizenry. It also fits well into the realm of public history since three of the most important aspects of public history are historic preservation, federal history, and museum and historical administration. Indeed, over the last decade-and-a-half, the Museum of Aviation at Robins AFB, Georgia, has become a major depository that preserves important local and Air Force artifacts, as well as one of the largest aerospace museums in the United States. Its very existence bears witness to the fact that an important national museum with large and significant holdings can not only exist, but also can flourish in a location other than Washington, D.C., or some other large city.

Most Americans are familiar with the great national aerospace museums, such as the Air and Space Museum in Washington, and the Air Force Museum near Dayton, Ohio. However, in recent years, many regional aerospace and aeronautical museums have opened for the public display of historic aircraft and artifacts. They have provided opportunities for many individuals to examine historic aircraft and aerospace artifacts. They have provided these opportunities to a wide range of citizens, who, due to long distances, might otherwise have been denied such an experience. Distinguished among these facilities is the Museum of Aviation at Robins AFB. However, as anyone of the hundreds of thousands of people who have visited the Robins AFB Museum will tell you, this Museum is much more than merely a regional airpark or museum.

Located in the heart of Middle Georgia, the Museum of Aviation has come to play an ever-increasing role in preserving the story of the historical development of flight, not only in the region and at Robins AFB, Georgia, but also throughout the world. Originally known as the Southeastern Museum of Aviation, this Museum was created as part of Defense Secretary Verne Orr's and the Air Force Logistics Command's (AFLC--today the Command is known as the Air Force Materiel Command) Heritage Programs. General James P. Mullins, then Commander of AFLC, initiated this program in September 1981 to "preserve and display the heritage, traditions and contributions of the logistics arm of

the United States Air Force for base personnel and the public."⁽²⁾ At the local level, the initial development of the Museum occurred under the watchful eye of Major General John R. Paulk, then commander of the Warner Robins Air Logistics Center (WR-ALC). Locally, the Heritage Program consisted of three projects: 1) A book entitled *A Pictorial History of Robins AFB, Georgia*, published by University Press of the South, Macon, Georgia in 1982; 2) A memorialization program to name base facilities for distinguished former members of the Air Force; and 3) The initiation of the Museum.⁽³⁾

Planting the Seeds: The Origins of the Robins AFB Museum of Aviation

It is noteworthy that the concept of a museum at Robins AFB actually predated the AFLC Heritage Program. Although a museum at Robins AFB had been occasionally discussed since the early 1950s, it was only in early 1978 that Guy Orlando Stone, a World War I aviator living in Glenwood, Georgia, told Lieutenant Colonel Steve Knowles (USAF-Ret.) of the Directorate of Materiel Management and a leader in the local chapter of the Order of Daedalians, and Billy R. Beck of the WR-ALC Office of Public Affairs (WR-ALC/PA) that he possessed a large collection of aviation memorabilia. Stone generously offered to donate the collection to the Center if a reasonable prospect existed for the construction of a museum at Robins AFB. In mid-1980, officials at WR-ALC submitted a request to Air Force Headquarters in Washington in accordance with Air Force Regulation (AFR) 210-4, "Air Force Museum Program," for permission to underwrite a local museum.

Upon approval by the Air Force Office of Public Affairs (USAF/PA), Dr. Richard W. Iobst, the first Museum Curator, accepted what became known as the "Stone Collection" on 5 December 1980. In September 1981, Dr. Iobst increased the Museum's holdings with the acquisition of the General Frank O'D. "Monk" Hunter Collection. Housing these acquisitions became the basis for opening museum offices in early 1981, in Building 1686 on Duke Street in the old civilian dormitory area of Robins AFB (since sold to the City of Warner Robins and razed). In January 1983, these offices, along with the Office of History (WR-ALC/HO)--formerly located in Building 220 at Robins AFB--moved to larger quarters in Building 660 where they were collocated for several months. About twenty months later, again for reasons of additional space, the Museum offices moved again, this time to Building 264.⁽⁴⁾

In order to guide the development of the Museum, local civic leaders, assisted by base officials, incorporated the Southeastern Museum of Aviation Foundation under the laws of the State of Georgia on 11 February 1981. Its charter designated its foundation as a non-profit private charitable organization which existed:

(1) To preserve the heritage and tradition of military and civilian aviation in the Southeastern United States.

(2) To foster the study of aerospace history in the Southeastern United States.

(3) To stimulate esprit de corps by telling the military and civilian aviation story through displays of historical significance.

(4) To support the Air Force recruiting program and enlistment by informing the public and youth of the Southeastern United States through educational exhibits which present the history of the Air Force.

(5) To foster the economic growth of Middle Georgia, the State of Georgia and the Southeastern United States.⁽⁵⁾

The Museum Board of Directors included twenty-seven members and nine standing committees. The first Board Chairman was Elisha Gordon "E.G." Sherrill, Jr., who served from December 1980 until his death in May 1982.⁽⁶⁾ The charter also provided for a Board of Governors to be composed of people who had earned special recognition for their interest, devotion, and service to the Foundation and Museum. Its function was to counsel and advise the Board of Directors on significant matters pertaining to the development and operation of the Museum and its Foundation.⁽⁷⁾

While most of the Museum was still on paper, the new Museum took its first small steps, through the culmination of these formalities, toward becoming a physical reality. Thus, in a very real sense, the year 1981 witnessed the genesis of Robins AFB's Museum of Aviation, even though it would be three years before it would open its doors to the public.

Finding a Permanent Home

On 18 December 1981, Museum planners submitted a detailed ten-year museum development plan to WR-ALC and AFLC Public Affairs officials. The first phase called for the construction of a series of prefabricated "Butler" buildings and an outdoor exhibit of historical aircraft on forty-three acres on Robins AFB adjacent to Georgia Highway 247 and south of Gate 14. Phase II proposed the creation of a permanent museum building of 34,850 square feet, while the last phase included the erection of four hangars and 22,000 square yards of paved apron space. For the time being, AFLC Public Affairs could only approve Phase I due to monetary considerations. Compounding the problem was the fact that Dr. Iobst had to leave his position as curator to assume new duties as Chief of the WR-ALC Office of History in December 1981, when its former Chief, Richard E. Maltais, died. Nonetheless, before he left, Dr. Iobst was able to secure the rights to the Museum's first aircraft, a T-33 and an HU-16, as well as a Matador missile and a Snark missile.⁽⁸⁾

Despite these setbacks, the WR-ALC Commander, General John R. Paulk, moved to provide additional support by placing the development of the Museum under the direction of the WR-ALC Directorate of Plans and Programs (then WR-ALC/XR, later XP, FMP and today XP again). Thus, the Museum continued to grow under the guidance of a new organization within the Directorate established specifically to develop the Museum. In addition, the Museum received the support of countless local volunteers who raised money and acquired artifacts and historic aircraft at an astonishing rate.

During the summer of 1982, AFLC officials sent the ten-year museum plan through channels to the Office of the Secretary of the Air Force. In July 1982, the Secretary of the Air Force finally approved a revised version of the original ten-year three-phase plan which provided for a \$9.5-million program designed to construct the Museum's physical plant using private funds. As a result, General Paulk officially placed the implementation of this project under the aegis of the WR-ALC Plans and Program's Logistics Research and Systems Division (WR-ALC/XXR).⁽⁹⁾

The following year saw the beginning of a major drive to raise more funds and collect artifacts prior to the construction of the first phase. This effort described by Museum planners as "the most ambitious, long range effort under the Robins AFB Heritage Program, and . . . [one that was] expected to play an important role in the cultural and economic growth of Middle Georgia." It began to take shape in March 1983 with the arrival of the first airplane acquired by Dr. Iobst, a Grumman HU-16 *Albatross* amphibian aircraft.⁽¹⁰⁾ However, in point of fact, the first plane to be physically accepted into the Museum collection was a McDonnell F-101 *Voodoo*.⁽¹¹⁾

These acquisitions were followed during 1983 by the addition of twenty-seven airplanes and helicopters as well as five missiles. In addition, plans called for the grand opening of the Phase I project scheduled for September 1984. At the end of 1984, the Museum acquisitions team, headed by project officer Herbert E. Eschen, was making plans for the arrival of 15 more aircraft during the next year.⁽¹²⁾

Throughout this early period, the project had the unswerving support of Major General Cornelius Nugteren, WR-ALC Commander from September 1982 to April 1988. His strong interest and encouragement were demonstrated by his visits to the site, by his recognition of volunteer efforts, by his donations of personal artifacts, and by his personal participation in and encouragement of volunteer work days which included painting, planting trees and shrubs, and removal of trash and tree limbs. His constant interest and personal participation in volunteer efforts provided much of the impetus needed to propel the museum program along.⁽¹³⁾

Donations to the Museum Foundation provided the major source of funding for upkeep during these early years. During 1984, preparations for opening of the Phase I facilities exhausted most of the Museum's funds while remaining monies were used to complete exhibits, and to provide lighting, as well as to pay for painting and landscaping. These donations totalled \$45,000 in 1983 and \$135,000 in 1984. Then Georgia Governor Joe Frank Harris provided the Museum with \$10,000 from the state contingency fund. By the end of 1984, the artifacts valued at \$2 million, many coming from local citizens, were prepared for display in the 12,000 square foot Phase I facility.⁽¹⁴⁾

As it became increasingly apparent that a continuing source of skilled labor to rehabilitate historic artifacts and aircraft was needed, the Museum planners sought to fill this requirement in the most cost effective way possible through the creation of the "living museum" program. Local vocational-technical (vo-tech) students from such places as the Middle Georgia Institute of Technology were recruited to provide sheet metal and other

skilled repairs to Museum aircraft. This proved to be doubly beneficial since the vo-tech students received important training while historic aircraft were preserved for the Air Force. In addition, Museum managers were able to acquire the services of Air Force units who also needed aircraft maintenance training. For example, with the encouragement of AFLC, recovering and repairing historic aircraft provided excellent crash battle damage repair training for personnel in the 2955th Combat Logistics Support Squadron (2955CLSS--today the 653CLSS). The process of recovering, moving, and repairing Museum aircraft presented the opportunity to CLSS personnel to face the kind of challenging situations that they might later encounter when in similar situations with crashed or battle-damaged aircraft. As a result, the training exercises proved to be an unqualified success.⁽¹⁵⁾

By 31 October 1984, carpet had been installed and initial painting of interior walls of the Phase I "Butler" buildings--donated by the 14th Air Force (14AF), Dobbins AFB, Georgia--had been completed by a volunteer force from the Personnel Office at RAFB. In the meantime, other ALC volunteers from various other organizations and directorates had completed final preparations for the official opening of the Museum. With the building taking shape, coverage by base, local, and state media increased, and community interest reached an all-time high. Indeed, the opening ceremonies would mark the end of the beginning.⁽¹⁶⁾

The Beginning of Phase I in 1985

On 9 November 1984, after long years of planning, the Robins AFB Museum of Aviation facility officially opened. Those attending the opening ceremonies included representatives from the office of then Georgia Governor Joe Frank Harris, former Center Commander Major General John R. Paulk (USAF-Ret.), and then WR-ALC Commander Major General Cornelius Nugteren.⁽¹⁷⁾

From November 1984 to May 1985, while the project continued to grow, it operated on a part-time schedule. In May, the staff set full-time hours from 10 a.m. to 5 p.m. daily except Mondays, Thanksgiving, Christmas, and New Year's. During 1985, over 60,000 people visited the Museum. They came to see the ever-expanding collection of aircraft and the 12,000 square feet of interior exhibits featuring rare and unique aviation artifacts. The Museum staff provided daily tours for schools, ROTC units, community groups, senior citizens and distinguished visitors. In March 1985, one of the most interested visitors and certainly the oldest, Mae Poole McLain of Macon celebrated her 102nd birthday by visiting the Museum and by donating \$250.⁽¹⁸⁾

The most important jobs of the Museum staff remained the acquisition of artifacts and planes, as well as fund raising. Contributions for 1985 totaled \$166,657. Some of the more noteworthy donations included: \$2,500 from the Dixie Crows' Chapter of the National Association of the Old Crows (Electronics Warfare Professionals), President Alan Becker presenting; \$10,000 from Trust Company Bank of Georgia, President J. Alan Neal presenting; \$25,000 over five years from the Warner Robins Chamber of Commerce; \$15,000 from the Middle Georgia Military Ball; \$20,000 from the Air Force

Association golf tournament and auction; and the largest donation at that time, \$25,000 from Digital Equipment Corporation. By the end of 1985, the Museum had raised over \$345,000 in its brief history.⁽¹⁹⁾

Aircraft added to the collection included: the Lockheed C-140 *Jetstar* used by Vice-President and later President Lyndon B. Johnson; a rare Douglas C-124C *Globemaster*; a Fairchild C-119C *Flying Boxcar*; and a North American F-100 *Super Sabre Jet*. In addition, Museum workers completed several aircraft displays, such as a Boeing B-52D *Stratofortress* number 55-085 (first flown by the father of the last pilot) and a Fairchild C-123K *Provider*.⁽²⁰⁾

The Museum also received numerous non-aircraft artifacts including a 1943 Women's Army Corps (WAC) uniform from Dottie Cretors; a 1943 vintage Warner Robins City fire truck from the Warner Robins Fire Department; and several German World War II military artifacts from ALC employee Terry Kimberly, who was a World War II pilot and POW, and Birch McVey of Cochran, Georgia.⁽²¹⁾

In July, the Museum Board decided to conduct a feasibility study for Phase II, contracting with Charles H. Bentz Associates of Atlantic City, New Jersey. In anticipation of the need for capital funds to construct the second phase, the Museum Board appointed a fund-raising committee with Senator Sam Nunn (D-GA) acting as honorary chairman. At the end of 1985, the Museum staff expected the study to be completed in late January 1986. At that time, plans called for a final board decision regarding the capital campaign.⁽²²⁾

Preparations for the Future, 1986

During 1986, the Robins AFB Museum of Aviation continued its rapid growth while at the same time planning for a major expansion. In the summer of 1986, visitation increased to over 2,000 people weekly. Museum volunteers continued to provide daily tours of the expanding facilities for school and civic groups from all over the Middle Georgia area.⁽²³⁾

The Museum also proceeded with its tradition of using local vocational and technical school students and volunteers from Air Force units to accomplish much of the needed work on their facilities and artifacts. These individuals continued to receive experience in sheet metal repair and other aerospace technical maintenance areas while helping to restore aircraft. Meanwhile, local volunteer groups from the ALC work force helped refurbish buildings, build concrete picnic tables and benches, and perform beautification work.⁽²⁴⁾

In 1986, aircraft added to the Museum collection included a Douglas A-26C Korean era medium bomber; a DeHavilland C-7A *Caribou* Vietnam era cargo plane; and a Ryan PT-22 trainer of the World War II period. Interior exhibits were expanded with a major collection of memorabilia on the Vietnam War; a display on the Seventh Logistics Support Squadron; and a special exhibit featuring celebrated Brigadier General Robert

Lee Scott (USAF-Ret.), author of *God is My Co-Pilot*. The Scott exhibit contained a first edition of the well-publicized book; photographs showing the making of the Warner Brothers movie and its 1945 world premiere in Macon, Georgia; Scott's West Point (U.S. Military Academy) cadet dress uniform; and an original drawing of a New Deal National Recovery Administration (NRA) blue eagle signed by Walt Disney. Part of the exhibit featured Scott's colorful career as a Curtiss P-40 *Warhawk* pilot attached to General Claire Lee Chennault's *Flying Tigers* in China, and later as a World War II ace and Commander of the 23d Fighter Group, formed when the *Flying Tigers* were disbanded upon the U.S. entry into the war.⁽²⁵⁾

In addition to growing local publicity, the Museum received national and international recognition when featured as one of the top 70 museums among 700 worldwide aviation museums listed by the publication *Great Aircraft Collections of the World*. The Museum was also featured in *Fly Past Magazine*, published in Great Britain.⁽²⁶⁾

As a result of the Museum's initial success and public support, the capital fund-raising campaign enjoyed fruitful progress. In 1986 alone, Charles H. Bentz Associates, the funds council, raised over \$500,000 of the \$3 million *Heritage of Eagles* goal.⁽²⁷⁾

The Challenges to Begin Phase II: 1987 and 1988

Museum personnel levels remained constant throughout 1987, and with continuing base and volunteer support, the Museum continued its operations at previous levels and soon began planning for the commencement of the Phase II expansion.⁽²⁸⁾

During 1988, the Museum of Aviation at Robins AFB, as it was now known, continued its drive for capital funds bringing the Museum closer to the ground-breaking for its Phase II facility. According to Peggy Young, then Program Development Manager for the Museum (later Museum Director), the Board of Directors was working with "renewed vigor and enthusiasm" to break ground for the new building. By the end of the year, the ultimate goal was \$5 million, \$3 million going for the construction of the 60,000-square-foot facility, with the remaining monies to be spent on interior exhibits, centers of historic significance, and contemporary interests.⁽²⁹⁾

While the capital fund-raising drive was underway, the Museum also launched a membership drive to raise funds so it could continue to operate. The theme for this campaign, called the "Society of Eagles," was "Join us . . . and soar with eagles." The Society dedicated itself to preserving aviation history and the traditions of the Air Force seeking to accomplish its goals through the Museum. Membership in the Society was open to anyone committed to these goals. The bronze, silver, and golden eagle members supported the Society and its programs with donations and annual membership dues. In turn, they received Society benefits and privileges. For example, bronze eagle members alone received a Society of Eagles membership certificate, society newsletter, a membership card, a poster, special travel opportunities, Museum of Aviation gift shop discounts, local retail discounts, and invitations to previews and gala openings. Bronze charter memberships were ten dollars for students and twenty-five dollars for adults,

while silver eagles ran \$100 for individuals and \$150 for clubs and businesses. Golden eagles cost \$500 for individuals and corporations while sustaining gold memberships were available for \$1000.⁽³⁰⁾

The Robins Museum of Aviation's internationally recognized collection of aircraft increased during the year, adding a McDonnell-Douglas F-4 *Phantom II*, a Beech C-45 *Expeditor*, and a Lockheed EC-121 *Constellation*. The final big addition to the Museum in 1988 was the "Cochran Field Flight Control Tower." Built in the early 1940s to support Air Corps flying training during World War II, the tower was donated to the Museum by the City of Macon.⁽³¹⁾

Light at the End of the Tunnel, 1989

By 1989, the Museum of Aviation at Robins AFB had become one of the top three tourist attractions in Georgia. It continued to be open to the general public without charge. With its display of aircraft, missiles, static artifacts, and films on aviation shown in the Theater of Aviation, the Museum remained popular with children and adults alike.⁽³²⁾ It also continued to provide educational opportunities for local schools and civic groups. But no one told the kids it was good for them. As far as they knew, a field trip to the Museum was a day filled with enjoyable things to do and interesting things to see.

During Fiscal Year 1989, Museum leaders added a number of impressive displays and exhibits. On 4 October 1988, Colonel Edgar C. Knowling, Commander of the 5th Combat Communications Group, formally presented the Museum with a jeep, designated as an MRC-107 communications central. It was equipped with various communications devices which served as forward air controllers to coordinate tactical aircraft activities in support of frontline commanders. From a historical standpoint, the jeep had been used to support American forces in World War II, and later as a staff car, supply truck, ambulance, amphibious light troop carrier, as well as in the 1979 Iran hostage rescue attempt.⁽³³⁾

On 19 April 1989, in a brief ceremony at the State Capitol in Atlanta, Governor Joe Frank Harris signed into law House Bill 110 which created the Georgia Aviation Hall of Fame and made the Museum its home. The Hall was created to honor aviation leaders who made outstanding and lasting contributions to aviation history in Georgia or as Georgians. A banquet honoring the first seven inductees was held at the RAFB Officers' Club on 26 August 1989. The inductees were: General Robert L. Scott; Benjamin T. Epps Sr. of Athens, recipient of the first Georgia Aviation Pioneer Award; Corporal Eugene Jacques Bullard of Columbus, the first black military aviator in World War I; Lieutenant Guy O. Stone, the World War I pilot whose collection began the Museum; Hazel Jane Raines of Waynesboro, the first woman in Georgia to receive a commercial pilot's license; retired Air Force Major General and World War I air ace and World War II Air Commander of the VIII Fighter Command, Frank O'Driscoll "Monk" Hunter of Savannah; and retired Navy Commander Hamilton McWhorter III, the first naval carrier ace in World War II, who later became a double ace.⁽³⁴⁾

On 7 June 1989, the last operational "C" model U-2 spy plane was donated to the Museum (today located in the *Century of Flight Hangar*). The aircraft, serial number 56-6682, was the eighth production model built in 1955 by Lockheed Aeronautical Systems Company of Burbank, California (later Marietta, Georgia). Known as the *Dragon Lady*, the "Black Lady of Spy Planes," or simply Article 349 of the Central Intelligence Agency (CIA), it was designed for surveillance missions above 55,000 feet. It logged a total of 8,680 hours flight time, 5,300 hours for the National Aeronautics and Space Administration (NASA). Francis Gary Powers flew this aircraft before he was shot down in another U-2 over the Soviet Union on 1 May 1960. The thirty-four-year-old U-2C aircraft ended its career on a "high" note on 17-18 April 1989, when Lockheed pilots Jerry Hoyt and Ron Williams used it to set sixteen world records in its class for time-to-climb and altitude at the Dryden Flight Research Facility, Edwards AFB, California.⁽³⁵⁾

Three weeks after the arrival of the U-2, the Museum also acquired a Stearman PT-13 trainer of the pre-World War II period. The aircraft came to the Robins Museum on June 29th from the Air Force Museum at Wright-Patterson AFB, Ohio. Despite extensive damage incurred during shipment, the PT-13 was repaired and ready for display by 5 July 1989. This effort was only one more demonstration of the talent of those working for the Museum at Robins AFB.⁽³⁶⁾

By the end of 1989, the *Heritage of Eagles* Campaign was approaching the \$3 million total necessary to start construction on the Museum's \$5 million Phase II facilities. Museum officials had hoped to break ground for the new three-level building, shaped like a giant Air Force wing insignia, by the end of the year, but funding problems continued to delay the project. Plans for the new facility called for it to house a new theater and state-of-the-art displays depicting the history of aviation and logistics at Robins AFB and in Georgia.⁽³⁷⁾ Despite the disappointments of 1989, the dedicated persistence of dozens of personnel at the Museum would soon pay off as the 1990s dawned.

1990-1991: The Museum Honors Robins AFB's 50th Anniversary

The year 1990 saw the creation of an official archives project and a student intern "for credit" program in conjunction with five Middle Georgia colleges and universities. These enterprises made the Museum of Aviation at RAFB one of the most vigorous and effective educational outreach and volunteer institutions in the Southeast.⁽³⁸⁾

During this period, the Museum also added several new aircraft including a Lockheed SR-71 *Blackbird*, a MK53 *Lightning* fighter from British Aerospace Inc., and an East European copy of a Soviet MiG-17, bringing to sixty-two the total of aircraft, missiles, drones, and helicopters on display. Of equal significance was the donation to the Museum of a large collection of memorabilia by the Hump Pilots Association--a 59,000-member "last man" organization of World War II pilots and ground crewmen who flew supply routes over the Himalayan Mountains in the China-Burma-India Theater. This important contribution was accompanied in February 1991 by a generous donation from the Association totaling \$100,000.⁽³⁹⁾

Beginning in late 1989 and continuing into the 1990s, Museum operations were transferred from the WR-ALC's Directorate of Plans and Programs to the 2853d Air Base Group (2853 ABG, later 653 ABG, and today the 78 ABW) under the immediate supervision of Paul Hibbitts, Robins Air Force Base Executive Officer. By this time, the Museum had grown significantly, due in large measure to the efforts of the Foundation, Museum volunteers, and an able staff of artists and exhibits designers, including senior designer Jim Balletto, Curator Darwin Edwards, Public Relations Director Robert Dubiel, Senior Staff member Dudley Bluhm, Preservationist William Paul, and most especially Museum Director Peggy Young.

With its gift shop and snack bar done in a 1940s motif, the Museum continued to grow as a popular public attraction not only for local residents but also for those traveling to, and through, the area. By 1990 almost a million visitors had passed through the Museum, including many veterans and their families who relished the opportunity to relive wartime experiences as they examined the planes they once flew or maintained.⁽⁴⁰⁾

By the end of 1990, pledges and contributions to the Museum fund raising drive for the construction of Phase II totaled \$3.6 million. This meant that the long awaited groundbreaking for the Phase II facility could be scheduled. But first the hard-working staff completed an interim Phase I addition and added to the ever-expanding mélange of Museum structures.⁽⁴¹⁾

On 5 April 1991, senior WR-ALC officials and 600 guests dedicated a new Phase I facility reclaimed from an old discarded 1950s temporary metal hangar. Dubbed *Hangar One* and renovated to look like a World War II flying field, the 28,000-square-foot facility was designed to house larger displays and smaller aircraft such as helicopters and trainer aircraft.⁽⁴²⁾

On 7 June 1991, Robins officials hosted 300 guests, including Georgia Governor Zell Miller, at the official groundbreaking for the construction of the long-awaited Phase II Museum building. Plans called for the \$2.5 million building, designed by and contracted to Williams and Associates of Macon, to cover 60,000 square feet, to be three stories tall, and to be shaped like an Air Force aircraft insignia.⁽⁴³⁾

The Museum of Aviation in 1992

The Phase II construction was only ninety percent complete in May 1992 due to unusually heavy rains during the first five months of the year, and the project fell behind schedule. However, thousands of Robins AFB employees volunteered their time to help the program get back on schedule. While the internal exhibits were not all complete, the building itself stood ready for dedication on 3 July 1992.⁽⁴⁴⁾

The completed Phase II building included a Vistascope Theater with a two-story 40-foot-wide screen. Interactive exhibits provided visitors hands-on participation, and full-size dioramas displayed life-like mannequins. Phase II exhibited "Hump" aircraft that had flown from India to China during World War II. The *Eagle* Rotunda featured a three-

story diorama with two World War II aircraft--a training glider and a blue and yellow Stearman PT-13 trainer--suspended over a modern F-15 *Eagle* to represent fifty years of aviation history at Robins AFB.⁽⁴⁵⁾

A weekend of festivities marked the opening of the Phase II building. At 8:00 p.m. on 3 July 1992, the new facility was officially dedicated. United States Senator Sam Nunn delivered the keynote address at the grand opening ceremony. Other guests included U.S. Representatives Richard Ray (D-GA) and J. Roy Rowland (D-GA), and General Scott, as well as state civic, corporate, and political leaders. An open house and air show featuring the Air Force *Thunderbirds* precision aerial acrobatic team culminated the weekend of special activities.⁽⁴⁶⁾

The Museum of Aviation in 1993 and 1994: Educational Outreach

After the opening of the new main building, the role of the Museum as a national and local educational and historic asset and resource grew dramatically. It became the home of the Georgia Aviation Hall of Fame, the History of Flight Art Gallery, and a nationally acclaimed exhibit on propellers.⁽⁴⁷⁾

At the end of year, personnel completed a 50th anniversary of World War II exhibit which included a P-47 aircraft on loan from the Smithsonian Institution's Air and Space Museum. The P-47 *Thunderbolt* was the largest, heaviest single-engine, propeller-driven fighter ever built, with 15,683 manufactured during the years of its use. Called a *Jug* because of its milk-bottle shape, the P-47 flew more than a half million sorties and 1.4 million combat hours, and shot down 3,752 enemy aircraft.⁽⁴⁸⁾

The special design of the exhibit honored the men and women who served in the Armed Forces, as well as their families. It focused on the contributions and sacrifices made both on the home front and the battlegrounds around the world. It also included displays of: 1940s Robins Field and its founders, the music of World War II, the American Prisoners of War, and the attack on Pearl Harbor.⁽⁴⁹⁾

The exhibit, dedicated on 7 December 1993, also included a display honoring former U.S. Congressman Carl Vinson (D-GA), the Chairman of the House Armed Services Committee who played an integral role in obtaining Robins AFB for the Middle Georgia area. Another display recognized Charles W. Griscom, the civilian Army Corps of Engineers' employee and Chief of Construction for Robins Field. Yet another display remembered Major General Charles E. Thomas, Jr., who, as Colonel, became the first Commander of Robins Field, and who played the key role in naming the base and the local community. A workshop exhibit represented an actual hangar workshop in Raydon, England, paying tribute to ground crew and support personnel of the era. A display also honored the 1,074 Women Airforce Service Pilots (WASPs) who transported aircraft to their assigned locations, 38 of whom died in the line of duty.⁽⁵⁰⁾

On 6 June 1994, the 50th anniversary of D-Day, officials dedicated the *Century of Flight Amphitheater*. The featured speaker was Maj. Gen. (USAF Ret.) John O. Moench, who

served in the Air Force for 30 years and who was a B-26 pilot during the Normandy invasion. The unveiling of the *Century of Flight Amphitheater* followed Gen. Moench's opening remarks, as Center officials, Museum Director Peggy Young, Gen. Scott, and the Directors of the Museum Board cut the official ribbon.⁽⁵¹⁾

Future plans called for the construction of a new \$900,000 hangar to enclose the Museum's outdoor aircraft displays.⁽⁵²⁾ As of the Spring of 1994, Museum officials estimated that, in the time since the opening of Phase II, more than 300,000 people had visited the Museum.⁽⁵³⁾

One of the most important aspect of the Museum of Aviation has always been its educational program. Museum education programs began in 1985 when a part-time volunteer coordinator, serving as education director, arranged school group tours as well as tours for groups like the Boy Scouts and Girl Scouts. As time passed, activities became more structured, and by 1993, Museum personnel were able to host their first Young Astronauts Day. Today, this growing education initiative supports guided tours, teacher training workshops, a living history program, and aerospace workshops all of which culminated in late 1993 and early 1994 when Museum officials established a formal program known as Education Outreach.⁽⁵⁴⁾

The program was designed to provide education and training through a joint effort that included the Museum, Robins AFB, and the state and local business community, as well as regional primary and secondary schools. Museum of Aviation officials fashioned the Education Outreach Program to concentrate on youth involvement programs in order to motivate future generations to aspire to aviation and aerospace careers, as well as "to provide an environment to inform and inspire visitors through ... multimedia interactive exhibits." This included a discovery and learning facility, which allowed public access to the Museum's wealth of resources. Plans also called for "a distance learning capability for linkage with remote sites," as well as a "computer-based programmed instruction in the historical, technical, and scientific aspects of aviation and aerospace systems."⁽⁵⁵⁾

One of the most important aspects of the overall education program has always been the Museum's work with the Civil Air Patrol. In 1992, the Museum of Aviation received the Civil Air Patrol's National Award for Excellence in Aviation Education. That same November, the Museum became a Federal Aviation Administration (FAA) Resource Center authorized to offer training material and technical expertise to area educators. The implementation of new Teacher Training Workshops gave teachers Staff Development Units (SDU) course credits and provided them with workshops focused on "specific types for applications of aerospace education," providing "teachers plans and resources for the classroom."⁽⁵⁶⁾

The need to restore and maintain the Museum's profusion of historic aircraft resulted in the creation of a technical educational/training program. In this regard, Museum officials, since the beginning, enjoyed a cooperative arrangement with area vocational-technical schools, the Air Force Reserve, the 653 CLSS, and the Air National Guard. As a result, the Museum offered opportunities for hands-on training to the aforementioned

institutions in the use of aerospace industrial techniques. Participants gained skills in such areas as aircraft structural mechanics, sheet metal fabrication, structural design, hand and power tool operations, and corrosion control.⁽⁵⁷⁾ These training programs enabled such organizations as the 653 CLSS to enhance their ability to repair battle-damaged aircraft. Personnel in the 19th Air Refueling Wing (ARW) gained valuable experience when they painted the B-29 *Superfortress* and the EC-121 *Constellation*. At the same time, students from Middle Georgia Tech, Warner Robins, Georgia, gained invaluable first-hand experience when they undertook sheet metal repair work and structural mechanical repairs on several aircraft. They also provided the Museum with vital repairs to their invaluable outdoor aircraft displays.⁽⁵⁸⁾

By the Spring of 1994, over 125,000 students, apprentices, and other individuals had made use of the Museum's educational/training programs and facilities. The Museum's value as an educational locus expanded when it became the host to such state and national resource centers as the Georgia Youth Science and Technology Center (GYSTC) and the previously mentioned FAA Resource Center. The GYSTC provided "a state-wide network to promote science, math, and the technologies among elementary and the middle schools," and it offered "courses and workshops for hands-on activities in the science or technology classroom."⁽⁵⁹⁾

During 1994 and 1995, the Museum of Aviation served as a training institution for several Student Intern programs and for the Museum Art and Education Guild. The Intern Program encompassed students at the high school, college, and post-graduate level, and included such programs of study as history, art, library science, business management, computer science, aircraft technology, and public relations. The Museum Art and Education Guild supplied guidance and funding for mentoring programs at the Museum. It also sponsored an ongoing project entitled *Art of Flight* which recruited art students to paint murals delineating the evolution of aviation technology. The Guild worked with local schools, Base officials, and civic groups to keep "at risk" students in school. Finally, the Guild helped to charter the GYSTC and later co-sponsored a career day designed to create interest in technology-based careers.⁽⁶⁰⁾

Collecting and Housing Local Artifacts 1993-1995

In 1993 and 1994, the Museum also became the depository for local native artifacts. Beginning in 1977, when Robins AFB officials authorized the first archaeological study, archaeologists and environmentalists identified 38 sites as archaeological finds. Since then, experts recovered nearly 9,500 ancient stone relics, varying from spearpoint tools to pottery shards.

In December 1992, Garrow and Associates, Inc., Atlanta, Georgia, conducted archaeological testing of a significant Native American dwelling site located on Robins AFB to determine its eligibility for the National Register of Historic Places (NRHP). Garrow's senior archaeologist Dr. Robert J. Fryman reported that the site dated back to approximately 4,000 B.C. and contained intact cultural deposits that were stratified, or in

layers, indicating that no modern plowing had disturbed the area. In fact, there was no evidence suggesting that the site had ever been disturbed in any way.⁽⁶¹⁾

Fryman also asserted that evidence pointed to a significant occupation between 1050 B.C. and 500 A.D. Project surveyors found examples of fiber-tempered pottery, dating back to 1500 B.C. They also found the remains of circular pit houses, 8 to 10 feet in diameter and set about one-half meter in the ground, which dated back to the Woodland period of 100 to 500 A.D. They believed that about 15 of these houses comprised the village and that approximately 50 to 75 people once lived in the 100-meter village. Other artifact evidence came from the Middle Woodland period (ca. 200-600 A.D.), when the people who lived in the village experimented with subsistence farming. Experts believed that this village disappeared sometime between 500 and 900 A.D. when the villagers probably moved closer to the Macon-Ocmulgee area.⁽⁶²⁾

In the Fall of 1993, Martin Matragrano of the Environmental Management Directorate, the responsible agent for maintenance and protection of the sites, turned over the archaeological artifacts to the Museum of Aviation for inclusion in a new exhibit, *Windows to a Distant Past*. By early 1994, plans were completed for an exhibit which would feature artifacts and information obtained from the site in a series of vignettes at the Museum of Aviation. Funding for the museum exhibit arrived on 12 April 1994, when Base officials accepted the \$285,000 for the cost of the display from the DOD Legacy Resource Management Program. Original plans called for the exhibit to be located in half of the Phase I Museum building. It was scheduled for completion in July 1994, but the date was slipped to 22 March 1995. In March 1995, the DOD approved an additional \$76,000 to bring the display through the modern era.⁽⁶³⁾

Joining the History and Museum Function & Planning for the Future, 1994

In the Spring of 1994, Senior Air Force officials in Washington announced their decision to formally transfer all museum assets in the Air Force from the administrative control of the Office of Public Affairs to the Office of Air Force History headed by Dr. Richard Hallion.⁽⁶⁴⁾ In June, Air Force Program Directive (AFPD) 84-1 *History and Museum Programs* officially moved the Air Force's museum holdings and facilities under the administrative control of the Office of Air Force History. Under the guidance of AFI 84-103 (22 July 1994), the various museum sites were placed under the history functions at installations where these museums were located. It seemed a logical move since museums have long been considered "the handmaidens of history."⁽⁶⁵⁾

At Robins AFB, the Museum of Aviation's unique status and size necessitated placing it administratively under the 78 Air Base Wing to assure sufficient funding, resources, and manpower to maintain the vast facility. As a result, Peggy Young remained in place as Museum Director as did the vast majority of her support staff. With the continuation of her leadership, the Robins AFB Museum of Aviation continued to grow and prosper as before. Indeed, on the local level, this action only formalized the long standing and close working relationship between the WR-ALC Office of History and the Museum of Aviation.

As 1994 came to an end, plans continued for many more capital construction programs, such as an outdoor amphitheater and Vietnam Village reconstruction. Of greatest importance were the planning for the construction and the opening of the *Century of Flight Hangar* which would become the major capital program for 1995 and 1996. In addition, many famous people from aviation history continued to frequent the Museum, such as Ensign George Gay of Midway fame and then Colonel Steve Ritchie (today Brig. Gen.), the U.S. Vietnam-era fighter ace. In many ways 1994 was a year for sobering reflection. Many senior Air Force officials came to realize that as long as Robins AFB and the U.S. Air Force existed the need for the Museum would continue to grow not only as a state and local museum assets but also as a federal museum with national historical implications for the Air Force and the nation.

Continued Success in 1995

In Fiscal Year 1995, the key indicator for the success of the Museum of Aviation remained the continual stream of visitors to its exhibits. As the number rose to 392,000, the average annual influx of visitors increased at an annual rate of 12 percent since 1990.⁽⁶⁶⁾

In FY95, the *21st Century Partnership* Campaign raised over \$928,000 in pledges. The overall total of the pledges as of 30 September 1995 was \$2.671 million, or 76 percent of the *21st Century Partnership's* Campaign goal. In March 1995, the Officers' Wives Club donated \$5,000 to the Georgia Youth Science and Technology Center at the Museum of Aviation.⁽⁶⁷⁾ On 15 July 1995, the 10th annual Air Force Association auction raised \$16,200 for the Museum of Aviation--\$1,000 more than in 1994.⁽⁶⁸⁾ On 9 September 1995, the 13th annual Middle Georgia Military Ball raised \$30,000 for the Museum of Aviation.⁽⁶⁹⁾ In FY95, the Museum Foundation received \$378,200 in O&M funds for the Museum, a marked increase since 1988 when the O&M support amounted to only \$118,177. Museum management maintained a ratio of assets to liabilities of 1.5/1.0, which exceed its goal of 1.25.⁽⁷⁰⁾

The Museum's education program exceeded its stated goal of 15 programs per month by providing 269 educational activities--194 by the Museum and 75 by the GYSTC--with 38,819 persons participating. The Museum and its facilities also supported 990 activities or events, with 57,557 customers served: 220 AF/DOD events, 15,086 people; 418 State events, 20,641 people; and 352 Community events, 21,830 people. None of the events could have taken place without the volunteer corps who provided 28,726 hours of service in FY95.⁽⁷¹⁾ On 12 September 1995, Major General Rondal H. Smith spoke at a breakfast at the Museum's *Hangar One* to honor approximately 80 museum volunteers who had donated 250,000 hours since the Museum opened in 1984, work valued at more than \$1.2 million.⁽⁷²⁾

During the fiscal year, Museum officials, planners, and workers completed the Distance Learning Center (DLC), the Native American *Heritage* Building, and the *Century of Flight Hangar/Facade*. Important exhibits/displays in the design phase included the Archival Research Center, the Mission Quest Education Center, and amphitheater

lighting. During the year, some major exhibits opened including the *Black Eagles*, *Windows to a Distant Past*/Native American Heritage, Electronic Warfare, and 14th Air Force. Preparation continued on a Korean War exhibit and on a 483d Bomb Group display. Additionally, in FY95, renovations and upgrades were completed on the Graphics Shop, Artifacts Storage, Rotunda Lighting, and the Georgia Aviation Hall of Fame.⁽⁷³⁾

By the end of FY95, the *Hangar One* and *Eagle* Buildings sheltered 26 aircraft. Plans called for the *Century of Flight Hangar* to add 15 more. Museum officials received some good news when the projected five-year aircraft maintenance cost reduced from \$315,000 to \$210,000. The Museum added to its impressive aircraft inventory in August 1995 when it received a

C-141B and an F-111E aircraft. At the end of September, Museum officials accepted an AC-130A *PAVE Spectre* gunship, Tail Number 55-0014. Known as the *Jaws of Death*, the AC-130A flew many hours during the Vietnam War with the 16th Special Operations Squadron based at Hurlburt Field, Florida. The Museum also acquired a D-21 and released a T-29, an F-105, and an RF-84. Further plans for the Museum included carpet replacement in the *Eagle* Building, and lighting improvements and climate control in the Aircraft Restoration Hangar.⁽⁷⁴⁾

The Museum of Aviation played host to many events during the fiscal year. On 4 October 1994, the Museum hosted the Third Annual Community Quality Day, a record-breaking event attended by more than 200 members of the Warner Robins Air Logistics Center and the local community.⁽⁷⁵⁾ On 7 October 1994, approximately 250 World War II fighter pilots who flew the P-47 *Thunderbolt* met for a reunion at the Museum of Aviation. Meanwhile, the popular P-47 exhibit, on loan from the National Air and Space Museum in Washington, D.C., for three years, remained on display in the main Museum building.⁽⁷⁶⁾

On 20 October 1994, officials of the WR-ALC, the base, the Air Force, and the Middle Georgia community attended ground-breaking ceremonies for the *Century of Flight Hangar* at the Museum of Aviation. The 1994 Georgia Legislature funded construction of the hangar, and Governor Zell Miller was on hand to receive a commemorative plaque from the Center Commander.⁽⁷⁷⁾

On 15 February 1995, Secretary of Defense Dr. William Perry briefly toured the Warner Robins Air Logistics Center and the Museum during a three-hour stop at Robins AFB.⁽⁷⁸⁾ On 25 February 1995, the Museum of Aviation opened its *America's Black Eagles* exhibit which depicted the lives of the Tuskegee Airmen and recounted the achievements of black aviators.⁽⁷⁹⁾ As it turned out, the original location of the display in the main Museum building was only a temporary home. Two years later, most of this original display as well as additional artifacts and display items would move to a much larger *Black Eagles* exhibit temporarily housed in the *Century of Flight Hangar* and, later, permanently in *Hangar One*.⁽⁸⁰⁾

On 12 April 1995, Museum officials opened an exhibit that honored the *Flying Tigers* of the 14 AF. Approximately 200 members of the China-Burma-India Theater from 1941 to 1945 attended the opening with Middle Georgia leaders, as well as Anna Chennault, widow of Lt. Gen. Claire Lee Chennault, Commander of the *Flying Tigers* (1941-1945). The centerpiece of the exhibit was a restored P-40 painted with the color scheme of Bob Scott's *Old Exterminator*.⁽⁸¹⁾

On 29 April 1995, the sixth annual Young Astronaut's Day at the Museum of Aviation welcomed 300 students from local schools. The students looked at aviation and aerospace technology, and enjoyed various workshops and experiments, with the day aimed at boosting interest in mathematics, physics, chemistry, and science.⁽⁸²⁾

On 11 May 1995, the Museum of Aviation turned into a port of embarkation as representatives of Team Robins boarded a bus to travel from the Museum to a flight that would take them to Washington, D.C., to attend the acceptance of the Commander-in-Chief's Installation Excellence Award.⁽⁸³⁾ On 15 May 1995, the Warner Robins Chamber of Commerce booked the Albert Coleman Atlanta Pops Orchestra to perform at the Museum of Aviation's outdoor amphitheater as the first of the celebration activities marking Robins' receipt of the Commander-in-Chief's Installation Excellence Award. Unfortunately, the Orchestra could not perform because an unexpected storm with strong winds and rain forced the celebration to move to *Hangar One*. U.S. Senator Sam Nunn, and Air Force Chief of Staff Ron Fogleman were on hand for the presentation of the trophy and the flag.⁽⁸⁴⁾

On 8 August 1995, approximately 250 local leaders attended a sneak preview at the Museum of Aviation's Vistascope Theater of the new HBO film, *The Tuskegee Airmen*. The film depicted the story of the first African-American U.S. Army Air Corps fighter pilots who distinguished themselves during World War II.⁽⁸⁵⁾

The previous fall, on 10 November 1994, the *Robins Rev-Up* had included an article which told the story of the plans for the preservation of the ancient Native American village found on Robins AFB during an Archaeological dig performed on Robins AFB in 1992. It also detailed the visit by Chief Bill Sunday Fife and his entourage from the Muscogee (Creek) Nation in Oklahoma to the Base and to the archaeological site. The Department of Defense requested and received a Legacy Grant which would pay for the construction of an exhibit in the Museum of Aviation to be based on the prehistoric village and to be entitled *Windows to a Distant Past*.⁽⁸⁶⁾ After the Tattoo on 22 March 1995, the Museum of Aviation opened its *Windows to a Distant Past* exhibit. Chief Fife traveled to Robins AFB to be on hand to help cut the ribbon and to dedicate the exhibit. The exhibit interpreted early Native American life and replicated the untouched village from the Robins site that dated back to 1,050 B.C. The dioramas showed how these early settlers lived, farmed, hunted, and made weapons. A *Discovery Room* included replicas of artifacts, as well as a place for children to learn about native American culture through their crafts, dance, music, and folklore.⁽⁸⁷⁾

Later in the year, from 31 July to 11 August 1995, local teachers learned the history of the Native Americans who inhabited Georgia before the European settlers arrived, in a course given at the Museum of Aviation by Drs. Richard W. Iobst and William Head, Office of History (WR-ALC/HO), Martin Matragrano (WR-ALC/EM), and Allen Cooke and Rochelle Vaughn of the Muscogee (Creek) Nation. The cultural exchange was sponsored by the Community Awareness Outreach Program. The class gave local area teachers 10 hours toward certification.⁽⁸⁸⁾

Preparing for the Air Force 50th Anniversary, 1996

While the early 1990s witnessed extraordinary growth, the period from the Summer of 1995 to the Summer of 1997, broke all records for success. At the forefront of these achievements was the unflinching support for the Museum by the Center's Commander, General Rondal H. Smith, and his wife, Debra Sue. With their help, Peggy Young and the Museum staff introduced numerous new and important exhibits receiving both national and international acclaim.

On 22 October 1995, Center officials dedicated the Museum of Aviation's newest addition, dubbed the *Century of Flight Hangar*, in honor of Georgia State Representative Roy H. "Sonny" Watson. General Smith, along with Watson, U.S. Representative Saxby Chambliss (R-GA), and several other distinguished guests participated in the ribbon-cutting ceremony.⁽⁸⁹⁾

This facility, which opened to the public in October 1996, added an additional 60,000 square feet of floor space to the Air Force's second largest museum. It housed the Georgia Youth Science and Technology Center, *Starbase Robins*, the Mission Quest Education Center, and several aircraft which had been on outdoor display. Mission Quest allowed students and visitors to experience first-hand some of the Air Force's noncombat support missions such as search and rescue, weather reconnaissance, and humanitarian airlift. The use of three-dimensional (3-D) simulators and role playing by students proved to be key in their learning experience.

Georgia Youth Science and Technology Center personnel used *Starlab*--an inflatable tent housed within the hangar for teaching students about astronomy, earth sciences, geography, and mythology. It soon became an integral instructional tool for public and private school science classes from all over Middle Georgia. Sheila M. Schencke became the first educator for the Air Force Reserve *Starbase Robins* educational program which began classroom instruction in June 1996. This program offered disadvantaged Georgia fourth-through-sixth graders with 25 hours of classroom instruction which included hands-on math, science, substance-abuse avoidance, and goal-setting skills.⁽⁹⁰⁾

During FY96, the Museum of Aviation continued to expand its scope and to increase its value as a "Team Robins Plus" community-oriented educational and informational asset by opening three new exhibits. *The Air War Over Europe* exhibit opened on 21 February 1996. This exhibit used a Compact Disc-Read Only Memory (CD-ROM)-based user-

interactive program which allowed individuals to access information on air warfare from 1941-1945 during World War II.⁽⁹¹⁾

On 20 March 1996, the second phase to the Museum's *Windows to a Distant Past* exhibit opened. The initial phase of this exhibit first opened on 22 March 1995. This multi-media exhibit used story boards, murals, and 3-D displays to place visitors in the historic time period, centuries before Robins AFB was in existence. The exhibit also featured artifacts which had been found on Robins AFB during development and construction of Robin's facilities and infrastructure. The artifacts dated back to the year 8,000 BC.⁽⁹²⁾

The third Museum exhibit opened on 12 April 1996 and featured the contributions of the 483d Bombardment Group's (483 BG) personnel during the unit's 1944-1945 air war campaign over Europe. The exhibit was highlighted by a replica of a B-17 *Flying Fortress* bomber. The 60-foot-long cut-away display included aircrew members at their combat stations. Former members of the 483 BG from throughout the United States attended the opening of the exhibit.⁽⁹³⁾

Georgia Aviation Hall of Fame Inductees, 1996

On 18 May 1996, the Museum of Aviation's *Georgia Aviation Hall of Fame* membership increased to 35 with the induction of four new members. Beverly E. "Bevo" Howard, Col. William B. "Bill" Colgan, Maj. Gen. George Griffin Finch, and James Tarver Lowe each served in various capacities during World War II. Howard and Lowe both trained pilot cadets. Howard continued as a flight instructor while Lowe became a Naval aviator during the war. Major General Finch and Colonel Colgan both retired from the Air Force and served in more than one conflict during their career. Starting his career in 1918 with the Army Signal Corp's aviation section, Gen. Finch eventually became the first chief of the Air Force Division of the Air National Guard in 1948. General Finch went on to become the nation's first Air National Guardsman to head a numbered Air Force (14 AF) in 1955. Colonel Colgan, as an Army Air Corps member during World War II, flew missions in support of the invasion of Anzio, Italy, in January 1944. He continued as an Air Force pilot long after World War II, flying 12 combat missions in Vietnam.⁽⁹⁴⁾

America's Black Eagles: The Tuskegee Airmen and Beyond, 1997

The Museum of Aviation was at the center of the Air Force 50th Anniversary celebration throughout 1997. Hosting numerous events and gatherings, the personnel at the Museum built new displays on the Museum grounds and even contributed exhibits held elsewhere on base and in the local community. Just one example of such displays was the recreation of the *Tomb of the Unknown* designed by Jim Balletto and built by 78 CES personnel (specifically SSgt. Walter Belew) for the 1997 Robins AFB Tattoo.

Perhaps the biggest event held at the Museum was the opening of the new *America's Black Eagles--Tuskegee Pioneers and Beyond* exhibit which opened on 3 May 1997. Over 300 people, including Congressman Saxby Chambliss and General Ron Smith, gathered to open the new 5,000 square foot home of the *Black Eagles* exhibit. The

display of World War II memorabilia and other significant artifacts regarding African-American participation in the Air Force, included the BT-13 used as the Tuskegee Airmen's basic trainer aircraft, a diorama of Tuskegee Army Air Field, a display of other African-American pioneer pilots such as Jacques Bullard, and historic films narrated by former President Ronald Reagan. The opening ceremony was held at the *Century of Flight Hangar* and was highlighted by a two-hour panel discussion and question and answer session featuring former African-American pilots and ground personnel such as Lt. Cols. Charles "A-Train" Dryden and Herbert "Gene" Carter. These events were carried by news agencies all across the country including CNN.⁽⁹⁵⁾

Peggy Young Retires As Director

Clearly, the most profound change faced by the Museum during 1997 was the announced retirement of Mrs. Peggy Young as Museum Director. The long-time mentor of the Museum determined during the Spring to leave her position in July 1997. She had been with the Museum project nearly from its outset and had been its leader as it went from the drawing board to reality. Highly respected by all who worked with her over the years, she gained a reputation as a prolific fund raiser, tireless administrator, and determined advocate of the Museum of Aviation. Well known by generals and statesmen all across the United States, she was clearly the main driving force behind the remarkable growth and progress made by the Museum over the previous decade and a half. Although she will obviously be missed her inspired leadership has formed a strong and resilient team to run the Museum, and she figures to be available to help the Museum staff whenever needed so that the great venture will continue to grow and prosper. Undoubtedly, this Museum will remain as a living tribute to her career with the U.S. Air Force and while some who serve receive medals, Mrs. Young should be pleased that she has built a monument to the history of the U.S. Air Force.⁽⁹⁶⁾

Peggy Young's retirement was culminated by a stirring ceremony held in the Museum of Aviation's *Century of Flight Hangar* on 11 July 1997. Hosted by Center Commander Major General Ron Smith, it was a nostalgic evening which paid homage to Mrs. Young's 25-year government career, especially her nine years as Museum Director.⁽⁹⁷⁾

A New Era Begins

In the 50th year of the U.S. Air Force, Major General Smith made one of his most difficult decisions when he picked a successor to be the new Museum Director. That selection was made in early September 1997. The new Director was 34-year Elizabeth F. Garcia, formerly Executive Director since 1991 of the Weeks Air Museum in Miami, Florida.

A native of South Florida, Ms. Garcia managed an operation which housed twenty-four antique aircraft. In 1992, Hurricane *Andrew* all but totally destroyed the outdoor displays.

It was Ms. Garcia who oversaw the reconstruction of the museum and its expansion to its current status as one of the most outstanding private aviation museums in the southeast.

Fluent in both Spanish and French, she received both a Bachelor and Master of Science degree in Business Administration from Embry-Riddle Aeronautical University, Daytona Beach, Florida. She has also served on the faculty of the University since her graduation. Her expertise in aircraft preservation and museum administration should stand her in good stead as she moves the Museum of Aviation into the next century. Certainly, as Ms. Garcia starts her tenure, the story of this Museum is one that will continue even as the new century begins.⁽⁹⁸⁾

The final chapter of the Museum of Aviation at Robins AFB, Georgia, has not yet been written. The existence and growth of the Museum of Aviation at Robins AFB, Georgia, and other such museum facilities will continue not only to augment but also to underwrite larger museums like the Air Force Museum at Wright-Patterson AFB, Ohio. In this regard, the Museum of Aviation will also guarantee the salvation of thousands of important items which, due to a lack of space and funds, might otherwise be lost. Moreover, museums, like the one at Robins AFB, will assure that Air Force and other artifacts will not be reduced to one-of-a-kind items with no other example existing except in a single, inaccessible, over-crowded, over-used, understaffed facility and location. Thus, the logic of a major regional aviation museum follows the same wisdom which has decentralized presidential libraries to very useable facilities located in comfortable, mostly non-urban settings. Indeed, most researchers prefer to work in a presidential library rather than the hectic and restricted confines of the National Archives in Washington D.C. In the future (if not already) the same may well be said for regional federal museums such as the Museum of Aviation at Robins AFB, Georgia.

The very nature of the Museum of Aviation as both a local and national depository also makes it an essential and unique component of the overall federal museum and historic preservation programs. As the future unfolds, it seems certain that this museum will take its place in an increasingly significant role with the great federal urban aviation museums like the Air and Space Museum in Washington and the Air Force Museum near Dayton, Ohio. Whatever that place and role will be exactly has, as yet, not been completely defined. However, it is clear that, whatever it is, the Museum of Aviation will surely continue to prove to be one of the most important federal museum assets in the Southeastern U.S.--one dedicated to historic preservation and Public History.

Of course, this Museum as previously noted, has many singular qualities that make it much more than just a regional augmentation. Its size is unprecedented and its capacity for growth is seemingly limitless. Its ability to incorporate a variety of displays and wide-ranging themes has made it internationally famous. The support of General Robert Lee Scott, the Tuskegee Airmen, and other notable airmen, statesmen, and citizens is truly unmatched by the vast majority of other such museums.

Certainly one of the most remarkable aspects of the Museum of Aviation is its close ties to the local and state communities which have formed a partnership for unparalleled

development of this vital cultural asset. Indeed, one would do well to recall that as the Air Force begins its next 50 years that facilities like the Museum of Aviation at Robins AFB will be the place where the aerospace heroes of the future will come to study and learn about the pioneers of the past. Without these heroes and their memories of the past to form dreams of the future there will be no Air Force--there will be no United States. Thus, the Museum of Aviation is not only the "Crown Jewel of Georgia," but also of the entire U.S. Air Force.

Like the rest of America, the Robins AFB Museum of Aviation community was shocked by the events of 11 September 2001. They too established new security measures to protect visitors and exhibits. However, within a few months they had returned most operations to normal and even hosted a concert by Lee Greenwood designed to celebrate the nation and her ability to rise from devastation and stand tall again. Even as recovery efforts continued, Museum leaders began plans for the construction of a fourth major display building designed to house aircraft currently setup outside. By 2005, they were well on their way to breaking ground for this new state-of-the-art structure.

Of equal importance was the appointment of the fourth Museum Director. On 10 February 2003, then WR-ALC Commander Major General (now Lieutenant General) Donald Wetekam selected Paul Hibbitts to serve as the latest Museum Director. A former Chief Master Sergeant in the U.S. Air Force, Hibbitts received numerous awards and commendations during his military service including the Air Force Meritorious Service Medal. A respected member of the local community for over 20 years, he has served as the Director of Flint Energies Board of Directors and President of the Warner Robins Chamber of Commerce.

Along with the leadership and support of Museum Foundation Director, Col. Pat Bartness, USAF retired, the Museum Foundation Board, the new Curator Sarah Wolfe and the entire Museum staff, Hibbitts has thoroughly reorganized the Museum structure and displays into a highly professional presentation of the history of the U.S. Air Force and Robins AFB. Working closely with senior History officials at the Air Force Materiel Command headquarters, they have also made great strides toward full accreditation—a status held by only a handful of the most illustrious museums in the world such as the National Museum of the Air Force at Wright-Patterson AFB, Ohio.

In 22 November 2003, the Museum lost one of its long time supporters, Lt. Col Darwin Edwards, USAF Retired, the Curator of the Museum. One of the original members of the Museum staff, he dedicated his life to the growth and excellence of the Museum of Aviation at Robins AFB. Having served with all four Directors, Darwin was beloved by all those at Robins AFB and in the Middle Georgia community. In 2004, in order to honor his memory the Museum formally opened a new display in the Eagle Building which paid homage to his dedication to the Museum and the Air Force.

Over the past half decade, the Museum received many awards and a great deal of recognition, much of it coming from "Mr. Museum" General Robert Lee Scott, who at 97 years old, continues to be a powerful voice for the RAFB Museum. Fund raisers such as

the annual golf tournament and car show have also highlighted the events of the recent past as they have from the beginning in the early 1980s. The fact that the Georgia Aviation Hall of Fame is housed in the Museum also indicates the respect with which Georgia's "Crown Jewel" is held. In 2003, the Museum also received the 2002 Golden ADDY Award for excellence in advertisement for their stunning and user-friendly web site. For those interested in more on this magnificent facility you can access its web page at <http://www.museumofaviation.org>.

On 5 August 2005, after many months of effort, Paul Hibbits received word from American Association of Museums (AAM), Washington, D.C., that they had granted the Museum of Aviation Flight and Technology Center at Robins Air Force Base full accreditation. Indeed, with the thousands of museum nation wide only about five percent have achieved such accreditation status. To quote Accreditation Commission Chair, Martin Sullivan in his letter announcing the Commissions decision:

The Commission determined that your institution meets the high standards established by the Accreditation Program and the museum field. The institution has demonstrated this through its completion of a rigorous process of self-study and reviews by a Visiting Committee of its peers and the Accreditation Commission.

Among the many attributes cited by the AAM were the Museum's education programs which they described as "models for mission-driven programming." Ultimately, this ten-year accreditation acknowledged the Robins AFB Museum's commitment to excellence and dedication to high standards of operation. It also rewarded the steadfast leadership of Mr. Hibbits and the dedication of the Museums new curator Ms. Sarah Wolfe. To be sure the entire Museum staff played a key role in this singular achievement.

NOTES

1. For further reading on this subject, see "Preserving the History of Air Power in the Southeast: The First Decade of the Museum of Aviation at Robins AFB, Georgia," *Air Force Journal of Logistics*, Vol. XVI: No. 3 (Summer 1992), pp. 25-29. Permission to use parts of this original article has been granted by Associate Editor, Ms. Jane Allen, AFLMA/JL, Gunter AFB, AL.
2. Report, "Heritage Program Status Report," WR-ALC/XR to HQ AFLC/CC, 25 Jan 85; Letter, General James P. Mullins, AFLC/CC to Major General John R. Paulk, WR-ALC/CC, "AFLC's Heritage Program," 23 Sep 81.
3. Letter, General James P. Mullins, AFLC/CC to Major General John R. Paulk, WR-ALC/CC, "AFLC Heritage Program," 26 Sep 81. For detailed documents covering the early history of the Museum, see Dr. Richard W. Iobst, "Museum Documents," in three volumes, located at WR-ALC/HO Archives, Robins AFB, Georgia.

4. Report, by Colonel Terry P. Weyant, WR-ALC/XR, "Museum," 25 Feb 80; Letter, Brig. Gen. H.J. Dalton Jr., HQ AFLC/PA to SAF/PA, "Proposal for the Robins Air Force Base Museum of Aviation of Georgia," 8 Jul 80. Hunter Army Air Field near Savannah is named for General "Monk" Hunter.

5. Office of History, *WR-ALC History*, FY82, p. 28.

6. Letter, Brig. Gen. Richard F. Abel, USAF/PA to Maj. Gen. John R. Paulk, WR-ALC/CC, "Proposal for the Southeastern Museum of Aviation at Robins AFB, Georgia," 15 Jul 82.

7. *Ibid.*

8. *Ibid.*

9. *Ibid.*

10. "Friends Help Museum Get Off Ground," *Robins Rev-Up*, 2 Dec 83, pp. 17, 21; "Robins AFB Museum Acquires Bombsight," *Robins Rev-Up*, 14 Oct 83, pp. 1, 2; "Vassas Gives 'Find' to Aviation Museum," *Robins Rev-Up*, 20 Jan 84, p. 3.

11. William Head and Isabel Wright, *Keep 'Em Flying: Robins Air Force Base, Fifty Years of Service to the Nation* (Macon, Georgia: Williams Rowland Press, 1991), p. 54, [hereafter *Keep 'Em Flying*].

12. Report, by Peggy B. Young, WR-ALC/XRS, "Robins AFB Acquisition of Aviation Historical Aircraft Collection," 25 Jan 85. The Museum's 1985 aircraft holdings included: McDonnell F-101F "Voodoo," Boeing B-29B "Superfortress," Boeing B-52D "Stratofortress," Vertol CH-21B "Workhorse," Douglas C-47A "Skytrain," Douglas C-54G "Skymaster," Fairchild C-123K "Provider," Lockheed F-80C "Shooting Star," North American F-86H "Sabrejet," Northrop F-89J "Scorpion," Convair F-102 "Delta Dagger," Republic F-105 "Thunderchief," Sikorsky HH-34J "Choctaw," Grumman HU-16B "Albatross," Cessna L-19/01 "Bird Dog," Stearman PT-13 "Kaydet," Gyrodyne QH-50 "Dash," Martin RB-57A "Canberra," Lockheed RB-69A "Neptune," Republic RF-84F "Thunderstreak," North American T-6G "Texas," North American T-28C "Trojan," Convair T-29A "Flying Classroom," Lockheed T-33A "Shooting Star," Beechcraft T-34A "Mentor," Bell UH-13P "Sioux," Douglas WB-66D "Destroyer," Benson X-25A "Gyrocopter," DeHavilland C-7 "Caribou," Beechcraft C-45 "Expedito," Douglas C-118 "Liftmaster," Fairchild C-119C "Flying Boxcar," Lockheed C-121 "Constellation," Douglas C-124C "Globemaster," Lockheed C-140A "Jetstar," Republic F-84E "Thunderjet" (straight wing), Republic F-84E "Thunderstreak," North American F-100 "Super Sabrejet," Bell H-1F "Huey," Sikorsky H-5 "Dragonfly," Sikorsky H-19 "Chickasaw," Cessna U-3 "Blue Canoe," Martin WB-57F "Canberra," Hughes AIM-4D missile, Boeing CIM-10A "Bomrac," Martin MGM-13A "Mace," Northrop SM-62 "Snark," and Martin TM-61A "Matador." Among those aircraft acquired since 1985 are

the U-2 spy plane, a Russian MIG-17 (with Bulgarian markings), British Aerospace Lightning, B-26K, and SR-71 "Blackbird."

13. Head & Wright, *Keep 'Em Flying*, p. 55.

14. Briefing, by WR-ALC/XRS for WR-ALC/CV, CC, "Major Force Program 9 Funds, FY84-85 for Robins AFB Museum of Aviation," 26 Oct 84; Staff Summary Sheet (SSS), by WR-ALC/XR, "Donations to RAFB Museum of Aviation," 18 Dec 84; SSS, by WR-ALC/XR, "Museum of Aviation Donations," 21 Dec 84; SSS, by WR-ALC/XR, "FMA Donation to RAFB Museum of Aviation," 2 Oct 84; SSS, by WR-ALC/XR, "Grumman Aircraft Donation to Museum of Aviation," 5 Oct 84; SSS, by WR-ALC/XR, "Donation to Robins AFB Museum of Aviation," 25 Oct 84.

15. SSS, by WR-ALC/XR, "Requests to Organizations for Project Volunteers," Oct 84; Memo, Peggy Young, WR-ALC/XRS to Herbert E. Eschen, WR-ALC/XRS, "Museum Progress/Requirements," 8 Oct 84.

16. "Aviation Museum reality; reaches end of beginning," *Robins Rev-Up*, 16 Nov 84, p. 1.

17. Report, by WR-ALC/XRS, "Robins AFB Museum of Aviation Status," 19 Oct 84; Memo, WR-ALC/XRS to WR-ALC/CE, CV, CC, "Museum of Aviation Victory Celebration," 29 Nov 84; [museum article], *Robins Rev-Up*, 9 Nov 84, pp. 1, 3, & 24.

18. Letter, WR-ALC/XR to HQ AFLC/XRP, "Heritage Program Status Report," 25 Jan 85; Report, by WR-ALC/XRS, "Robins AFB Museum of Aviation," 30 Aug. 85; Memo, WR-ALC/XRS to 2853 ABG/PA, "Interest Items for WR-ALC Officers' Call," Oct 84; "Museum's Visitor," *Robins Rev-Up*, 15 Mar 85, p. 15.

19. Memo, WR-ALC/XRS to 2853 ABG/PA, WR-ALC/CE, CC, "Dixie Crows Donation to Museum," Aug 85; Memo, WR-ALC/XRS to WR-ALC/CE, CV, CC, "Donation to RAFB Museum of Aviation," Dec 84; Memo, WR-ALC/XRS to WR-ALC/CE, CV, CC, "Museum Activities," 1 Mar 85; "Digital Equipment Making a Commitment," *The Daily Sun* (Warner Robins), 4 Feb 85, p. A-3; "Gala Raises \$17,000 for RAFB Museum of Aviation," *The Daily Sun* (Warner Robins), 30 Sep 85, p. A-6.

20. Memo, WR-ALC/XRS to WR-ALC/CE, CV, CC, "Museum Activities," 30 Nov 84; Memo, WR-ALC/XRS to WR-ALC/CE, CV, CC, "Museum Activities," 7 Dec 84; Memo, WR-ALC/XRS to WR-ALC/CE, CV, CC, "Museum Activities," 31 Dec 84; Memo, WR-ALC/XRS to WR-ALC/CE, CV, CC, "Museum Activities," 11 Jan 85; "Headed Home," *Robins Rev-Up*, 7 Sep 85, p. 8; [museum article], *Macon Telegraph and News*, 14 Sep 85, p. 18.

21. "A Collectors Item," *Robins Rev-Up*, 16 Aug 85, p. 1; "German Uniform is Museum Piece," *The Daily Sun* (Warner Robins), 2 Sep 85, pp. A-1, A-7.

22. Report, by WR-ALC/XRS, "Robins AFB Museum of Aviation Proposed Board of Directors," 15 Feb 85; Memo, WR-ALC/XRS to WR-ALC/CE, CC, "Museum Activities," 17 Jul 85; Minutes, Robins AFB Museum of Aviation Foundation Board of Directors Meeting, 31 Jul 85; Minutes, Robins AFB Museum of Aviation Board of Directors Meeting, 23 Sep 85.
23. Letter, WR-ALC/XRS to WR-ALC/HO, "Request for Documentation," 14 Nov 86.
24. *Ibid.*
25. *Ibid.*
26. *Ibid.*
27. *Ibid.*
28. Letter, Det 6, 3025 MES/CC to WR-ALC/HO, "Request for Documentation," 23 Oct 87.
29. "Museum," *Robins Rev-Up*, 2 Oct 87, p. 1.
30. "Fund-Raising Drive For Air Museum Reaches Milestone," *Robins Rev-Up*, 11 Dec 87,
p. 1.
31. "Museum," *Robins Rev-Up*, 2 Oct 87, p. 1; "New Museum Aircraft," *Robins Rev-Up*, 4 Dec 87, p. 1; "Museum," *Robins Rev-Up*, 28 Mar 88.
32. WR-ALC RAFB Publication 190-8.
33. "5th CCG Donates Jeep to Museum of Aviation," *Robins Rev-Up*, 7 Oct 88, p. 1. The 5th CCG had changed its name on several occasions and would again later. However, it is still most commonly known as Fifth Mobility or MOB. Its famous alligator emblem and motto "Let's Go" are well known at Robins and throughout the U.S. Air Force.
34. "New Law Establishes Aviation Hall of Fame," *Robins Rev-Up*, 21 Apr 89, p. 1. It should be noted that Bullard did not fly for the U.S. Air Service in World War I due to the segregated nature of the U.S. armed forces. Instead, this self-taught pilot enlisted in the French Air Service and became a leading French ace by 1916.
35. "Dragon Lady Makes Museum its Final Home," *Robins Rev-Up*, 9 Jun 89, p. 1.
36. "Museum Workers Prepare Pre-World War II Trainer for Display," *Robins Rev-Up*, 7 Jul 89, p. 1.

37. "Lockheed Donation Brings Museum Closer to Reaching Goal for Phase II," *Robins Rev-Up*, 9 Jun 89, p. 1.
38. 38. Head & Wright, *Keep 'Em Flying*, p. 55.
39. *Ibid.*, pp. 55-56.
40. *Ibid.*, p. 57.
41. *Ibid.*, pp. 54-55.
42. Joyce Bailey, "Museum Cuts Ribbon on Hangar One," *Robins Rev-Up*, 5 Apr 91, p. 3.
43. "The Next Step: Ground Breaking to Usher in New Phase of Construction at Museum," *Robins Rev-Up*, 7 Jun 91, pp. 1-2.
44. Office of History, *WR-ALC History*, FY92, p. 76; "New building at museum to open July 3," *The Daily Sun Extra*, 20 May 92, p. 1.
45. Office of History, *WR-ALC History*, FY92, p. 75; "Phase II building nearing completion," *Robins Rev-Up*, 12 Jun 92, p. 1, [hereafter Phase II Bldg].
46. Phase II Bldg.
47. Dan Maley, "Museum of Aviation has broadened its horizons with new building, new displays," *Macon Telegraph*, 30 Jul 93, p. 1D, [hereafter Museum Displays].
48. *Ibid.*; List, [no author], "Museum of Aviation 50th Anniversary of WWII Commemorative Exhibit," [no date], [hereafter WWII Exhibit List]; Pamphlet, [no author], "Museum of Aviation, Commemorating the 50th Anniversary of WWII, A Special Exhibit Featuring the P-47 Thunderbolt," 7 Dec 93, [hereafter Dedication Pamphlet].
49. Letter, 78ABW/MU to WR-ALC/HO, "History Narrative," 8 Nov 94, [hereafter Museum Narrative].
50. WWII Exhibit List; Dedication Pamphlet.
51. Museum Narrative.
52. Museum Displays.
53. *Ibid.*; Draft Pamphlet (U), [no author], "Wings for Tomorrow," Robins AFB Museum of Aviation, 18 Mar 94, p. 12, [hereafter Outreach Pamphlet].

54. Outreach Pamphlet; Background Paper, by Andrew Gross, Director of Museum Plans and Program Development, "What's Happening with Education Programs at the Museum," 18 Mar 94, [hereafter Education Programs].

55. Outreach Pamphlet, pp. 3, 4; quotes on p. 4.

56. Outreach Pamphlet; quote in Education Programs.

57. Education Programs; Outreach Pamphlet, pp. 10-11.

58. Outreach Pamphlet, pp. 10-11.

59. *Ibid.*, p. 18; Education Programs, p. 2.

60. See note 59.

61. Form, OMB No. 10024-0018, "National Register of Historic Places Registration Form," [no date]; Report, by Garrow & Associates, Inc., Atlanta, GA, "Phase II Testing at Site 9HT37 on Robins Air Force Base, Houston County, Georgia; Addendum to: Phase II Testing at Sites 9HT8 and 9HT37 on Robins Air Force Base, Houston County, Georgia," Feb 93, pp. 1, 17, 18 [hereafter Garrow Rprt]. Lithic refers to tools made of stone. Ceramic refers to items made of clay, especially pottery.

62. Garrow Rprt, pp. 10, 13, 16.

63. Lee Biola, "Museum to show items from village," *Sunday Sun*, 19 Sep 93, p. 1A; Stephen Elkins, "Site of large, ancient Indian village found at Robins AFB," *Macon Telegraph*, 18 Sep 93, p. 1B; Pamphlet, by Museum of Aviation Foundation, "Toward New Horizons; Museum of Aviation 21st Century Campaign," Jan 94. Ultimately, the opening of the archaeological exhibit coincided with the Base Tattoo ceremony held on 22 March 1995. For further details see Program, by Capt. Mike McGhee, "Tattoo 1995, V.E. Day," 22 Mar 95; Program, by Museum of Aviation, RAFB, "Windows To A Distant Past," 22 Mar 95.

64. Air Force Instruction (AFI) 84-101, "Historical Products, Services, and Requirements," 21 Jul 94.

65. *Ibid.*; AFPD 84-1, "History and Museum Programs," 30 Jun 84; Letter, HQ USAF/HO to All Field HOs, "Status of Guidance on History, Musuem, and Arts Programs," 17 Mar 95.

66. "FY95 Annual Report, National Board of Advisors," in Pamphlet, [no author], *The Air Force-Community Partnership*, [no date].

67. News Release, by Bob Dubiel, Museum of Aviation, "Wives' Club Donates to Youth Science Center," 7 Mar 95.

68. S. Jane Thomas, "Local chapter honored as states' best: Community lends typically strong support at AFA auction," *Robins Rev-Up*, 21 Jul 95, pp 1, 7.
69. Faye R. Banks, "Record ball crowd makes for big donation," *Robins Rev-Up*, 15 Sep 95, pp 1-2.
70. *Ibid.*
71. *Ibid.*
72. Bob Dubiel, "Museum volunteers saluted for spirited service," *Robins Rev-Up*, 22 Sep 95, p 6.
73. *Ibid.*
74. *Ibid.*; Kimberly L. Cassel, "F111E, C-141B moved to Museum over Georgia 247," *The Sunday Sun*, 13 Aug 95, p 1; "An early--or is it late--Christmas present for Museum," *The Herald*, 29 Sep 95, p 1.
75. Brenda Thompson, "Robins people make it happen; Record crowd packs showcase of quality at work," *Robins Rev-Up*, 7 Oct 94, pp 1, 12.
76. Bob Dubiel, "WWII pilots flock to museum home of P-47 fighter," *Robins Rev-Up*, 14 Oct 94, p 3; Brenda Thompson, "Aviator flew first transatlantic mission in aircraft," *Robins Rev-Up*, 14 Oct 94, pp 3, 19.
77. "Commander's Corner: Straight Talk," *Robins Rev-Up*, 28 Oct 94, p 1; Bob Dubiel, "Historic Day: Georgia leaders gather at ground breaking for Museum of Aviation's third phase hangar," *Robins Rev-Up*, 28 Oct 94, p 3.
78. Sandra Sanders-Mauk, "Secretary of Defense sweeps through Robins on quick visit," *Robins Rev-Up*, 17 Feb 95, p 3.
79. Bob Dubiel, "'America's Black Eagles,' Newest museum exhibit pays tribute to historic black pioneers of aviation," *Robins Rev-Up*, 24 Feb 95, p 3.
80. For more information on the 1997 "Black Eagles" display see the later section on the Tuskegee Airmen and Beyond.
81. Bob Dubiel, "The Flying Tigers, Historic pilots drop in for opening of exhibit featuring legendary WWII fighting group, P-40 aircraft," *Robins Rev-Up*, 14 Apr 95, p 4.
82. "An interest in aviation," *Robins Rev-Up*, 5 May 95, p 20.
83. "Trip for the Trophy," *Robins Rev-Up*, 12 May 95, p 1.

84. Brenda Thompson, "Chamber brings popular Atlanta Pops to museum," *Robins Rev-Up*, 5 May 95, p 3; Sandra Sanders-Mauk, "Storm doesn't dampen spirits: Dignitaries praise Robins in afterglow of sweet win," *Robins Rev-Up*, 19 May 95, p 1.

85. "Guests treated to early peek at 'Tuskegee Airmen' movie," *Robins Rev-Up*, 11 Aug 95, p 8.

86. Sandra-Carol Robinson, "A bridge between past and present! Indian chief, Robins AFB preserve ancient village," *Robins Rev-Up*, 10 Nov 94, pp 15, 18.

87. Bob Dubiel, "'Windows to a Distant Past,' Museum opens 'unique' glimpse of native American life, history of land occupied by base," *Robins Rev-Up*, 17 Mar 95, p 4.

88. SrA Leslie A. Carthy, "Learning to teach; Class of teachers learn Indian history from tribal expert," *Robins Rev-Up*, 4 Aug 95, p 7. One of the display items was a mannequin dressed in authentic Muscogee (Creek) ceremonial dress hand made by the sisters of the then Chief of the Muscogee (Creek) nation Chief Bill Fife. The ensemble was loaned to the museum for the 1995 Tattoo and Exhibit dedication later becoming a permanent display in the Native American exhibit.

89. News Release, by Bob Dubiel, "Museum Dedicates New Hanger to Houston County 'Pioneer' Sonny Watson," 18 Oct 95.

90. *Ibid.*; Bob Dubiel, "'Starlab' lands at aviation museum," *Robins Rev-Up*, 3 Jul 96; Andy Drury, "Museum center teaching children across state through technology," *Robins Rev-Up*, 17 May 96; "Schenke to lead 'Starbase Robins'," *Robins Rev-Up*, 7 Jun 96; Andy M. Drury, "'Three Days in October' Museum exhibit opening, honors for retiring senator among memorable events," *Robins Rev-Up*, 18 Oct 96.

91. News Release, by Bob Dubiel, "Museum Planning New Exhibits in 1996," [no date].

92. *Ibid.*; Pamphlet, 78 ABW/MU, "Dedication Ceremony and Reception at the Museum of Aviation, Warner Robins, Georgia," 20 Mar 96; News Release, by Bob Dubiel, "Museum Opens Expansion of Native American Exhibit, 11 Mar 96; Pamphlet, 78 ABW/MU, "Windows to a Distant Past, Diorama Exhibits," [no date].

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94. News Release, by Bob Dubiel, "'Top-Notch' Aerobatics Pilot 'Bevo' Howard among '96 Georgia Hall of Fame Inductees," 11 May 96.

95. Jena Frazier, "Museum honors Tuskegee Pioneers," *The Daily Sun* (Warner Robins), 4 May 97, p. A-1; Tan Vinh, "Living History: Tuskegee Airmen Honored at opening of RAFB Museum Exhibit," *Macon Telegraph and News*, 4 May 1997, pp. 1B-2B.

96. Beth Milstead, "Young at heart but moving on," *The Daily Sun*, 3 July 1997, p. A-1; Tan Vinh, "Forever Young: Aviation museum director retiring with lasting legacy," *Macon News and Telegraph*, 3 July 1997, p. 1B, 2B.

97. Program, "Retirement Ceremony Honoring Mrs. Peggy Young, 11 July 1997.

98. Bob Dubiel, *Robins Rev-Up*, 5 Sep 97, p. 3.

NOTE: It should be noted that the dynamics of the Museum of Aviation at Robins Air Force Base means that it is continually experiencing upgrades in the facilities, modification of the displays, and changes in the personnel. Indeed, while this original study ended in 1997 as Liz Garcia settled into this directorship, after three of leadership she left to take another position. Following an exhaustive search, in March 2001, Wayne Schmidt became the newest director bringing with him a broad background and esteemed reputation in Musicology. Under his leadership many important and positive changes have taken place in the Museum. Rather than constantly update this particular work the History Office Staff recommends that the reader read the sections of each of the posted Annual Histories dealing with the Museum. These will detail their efforts to maintain the History and Heritage of the U.S. Air Force.

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