

WARNER ROBINS AIR LOGISTICS CENTER



MISSION

Mission of Warner Robins Air Logistics Center provided cradle-to-grave weapon systems management, acquisitions oversight and integrated logistics support for F-15, C-130, C-141 and U-2 aircraft; support for various special operations forces helicopters/gunships, including avionics systems; depot support for all helicopters in air force inventory. Furnished DoD airborne avionics repair facility

The largest number of people on the Robins team are engaged in repairing, modifying and overhauling Air Force aircraft and equipment. Warner Robins is the exclusive technology repair center for airborne electronics for the Air Force.

The mission includes receiving, storing, issuing and transporting materiel. In the automated warehouses at Robins AFB, a variety of space parts and systems are stored. They support the systems and commodities assigned to Warner Robins for management at the wholesale level and the Maintenance shops and other local needs at the retail level.

LINEAGE

Warner Robins Air Depot Control Area Command established, 19 Jan 1943

Activated, 1 Feb 1943

Redesignated Warner Robins Air Service Command, 17 May 1943

Redesignated Warner Robins Air Technical Service Command, 14 Nov 1944

Redesignated Warner Robins Air Materiel Area, 2 Jul 1946

Redesignated Warner Robins Air Logistics Center, 1 Apr 1974

Redesignated Warner Robins Air Logistics Complex, 17 Jul 2012

STATIONS

Robins Field (later Robins AFB), GA, 1 Feb 1943

ASSIGNMENTS

Air Service Command, 1 Feb 1943

Army Air Forces Technical Service (later Air Technical Service; Air Materiel; Air Force Logistics) Command, 14 Nov 1944

Air Force Materiel Command, 1 Jul 1992

Air Force Sustainment Center, 1 Oct 2012

ATTACHMENTS

Air Force Sustainment Center, 17 Jul-30 Sep 2012

COMMANDERS

Brig Gen Charles E. Thomas, 9 Nov 1941

Maj Gen Thomas H. Chapman, 4 Aug 1944

Brig Gen Robert V. Ignico, 4 Dec 1945

Maj Gen Thomas H. Chapman, 4 Jun 1952

Maj Gen Kingston E. Tibbetts, 10 Nov 1952

Maj Gen Alvord V. P. Anderson, Jr., 15 Dec 1955

Maj Gen William T. Hefley, 1 Nov 1960

Maj Gen Earl C. Hedlund, 1 Aug 1963

Maj Gen Francis C. Gideon, 1 Aug 1966

Maj Gen Abe J. Beck, 22 Jul 1968

Maj Gen Robert E. Hails, 1 Aug 1972

Maj Gen Ralph T. Holland, 19 Aug 1974

Maj Gen William R. Hayes, 28 Aug 1975

Maj Gen John R. Spalding 30 Aug 1977

Maj Gen John R. Paulk, 30 Jan 1980

Maj Gen Cornelius Nugteren, 7 Sep 1982

Maj Gen Richard F. Gillis, Apr 1988

Maj Gen William P. Hallin, Jul 1992

Maj Gen Rondal H. Smith, Jun 1995

Maj Gen Richard N. Goddard, Nov 1997

Maj Gen Dennis G. Haines, Feb 2000

Maj Gen Donald J. Wetekam, Feb 2002

Maj Gen Michael A. Collings, Feb 2004

Maj Gen Thomas J. Owen, Aug 2006

Maj Gen Polly A. Peyer, Aug 2008

Maj Gen Robert McMahon Nov 2010

Brig Gen John C. Kubinec

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Organizational Excellence Awards

1 Jan 1983-31 Dec 1984

1 Jun 1988-31 May 1990

1 Jun 1991-31 May 1992

1 Jan-31 Dec 2002

1 Oct 2010-30 Sep 2011

EMBLEM

Azure, an escutcheon blazoned Argent bearing six pallets Gules each fimbriated Sable a chief Azure fimbriated of the second outlined Black; supporting an eagle displayed wings inverted Argent fimbriated Sable, beak and feet Or charged at the breast with a gear White fimbriated Black voided of the field enclosing a mullet White bearing a torteau; all fimbriated and within a diminished bordure Yellow. Attached below the disc a White scroll edged with a narrow Yellow border and inscribed "WARNER ROBINS ALC" in Blue letters. SIGNIFICANCE: Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The eagle symbolizing strength and the shield with its thirteen stripes indicates that the unit's resources are used for protection and defense of the United States of America. The red dot positioned upon the white star on the blue circle symbolizes the Center's Air Force mission. (Approved, 11 Oct 1995)

MOTTO

OPERATIONS

The Air Corps completed most of its plans for constructing seven new depots before the Japanese attacked the U.S. naval base at Pearl Harbor, Hawaii, on December 7, 1941, and the United States entered World War II. These plans called for the new depots to be constructed at Ogden, Utah; Mobile, Alabama; Rome, New York; Oklahoma City, Oklahoma; Wellston (later Warner Robins), Georgia; San Bernardino, California; and Spokane, Washington.

Originally, the depot at Wellston was unofficially referred to as the Georgia Air Depot by the Army Corps of Engineers and as the Southeast Air Depot by the Air Corps. In March 1941, a team of officers examined a number of potential sites in the Atlanta and Macon, Georgia, areas for the second depot that the Air Corps planned to establish in the south-eastern portion of the United States. Three months later, in June, the War Department announced that the new depot would be constructed near Wellston. The Army Corps of Engineers began to construct various buildings at the depot on September 1, 1941, and Lieutenant Colonel Charles E. Thomas, Jr., assumed command in early November. The depot was officially activated as the Wellston Air Depot in March 1942, and it retained this name until it became the Warner Robins Air Depot on

October 14, 1942. Although construction at three of the other depots--Rome, Mobile, and Oklahoma City--began earlier, the depot at Warner Robins was the first to be completed.

When the War Department gave official approval for the construction of an Army Air Depot in Georgia on 14 June 1941, leadership believed it would be part of a long-range plan to prepare American defenses in case of war. Instead, the Japanese bombing of Pearl Harbor gave urgency to the construction of this vital military base. Construction had officially begun on the new Georgia Air Depot, located 16 miles south of Macon, Georgia, on 1 September 1941. Bordered by the Ocmulgee River on the east and the sleepy little Southern Railroad whistle stop of Wellston, Georgia, on the west, the flat former dairy farm tract soon began to be reshaped into what is today the largest industrial installation in Georgia. Spurred on by the Japanese bombing of Pearl Harbor and American entry into World War II, the new airfield's industrial and cantonment areas were completed by 31 August 1942. The second and third phases were completed by 10 April 1943.

As a rule, parades and military celebrations were held to a minimum during World War II, particularly in the early years when the outcome was still in doubt. Neither the President nor U.S. military leaders deemed it appropriate to hold formal military ceremonies since nothing had been won as of April 1943. In the case of Warner Robins Army Air Depot (WRAAD), the local citizenry were so enthusiastic and so insistent that the Depot Commander, Col. Charles E. Thomas, agreed to hold the dedication ceremonies anyway. An earlier example of this local enthusiasm had been the willingness of Wellston city fathers to rename their town Warner Robins on 1 September 1942, which allowed Thomas to name both the Field and the depot after his mentor and friend, the late Brig. Gen. Augustine Warner Robins.

It was the day after Easter Sunday, 26 April 1943. The weather was perfect in Middle Georgia. A light breeze introduced the spring day to the thousands gathered around a temporary stage and podium erected at one end of a newly constructed runway; there were generals and VIPs of every kind, all present to dedicate the new Army Air Force facility in honor of its namesake, Brigadier General Augustine Warner Robins.

On 26 April, participants and spectators began gathering at Robins Field about 0900 hours. At 1000 hours troops marched onto the field in mass formation. They were reviewed by Maj. Gen. Walter H. Frank, Commander of the Air Service Command, Maj. Gen. Walter Reed Weaver, Commander of the Technical Training Command, and Col. Thomas. As Master of Ceremonies, Thomas declared, "We have assembled here today to pay honor to a distinguished American soldier, Brigadier General Augustine Warner Robins." He also noted that such ceremonies were "a little unusual when the country is at war." But he added that "the keen interest and pride...displayed by our local citizens...is ample justification...for this dedication."

Chaplain Charles E. Lunn's invocation was followed by the principal speaker, Maj. Gen. Weaver. In his speech, entitled "General Robins As I Knew Him," he proclaimed that Gen. Robins was "an outstanding Air Corps officer who, along with others, laid the foundations for all that you see today." He described him as "human" and "all that you would like to know as a man." He

concluded by charging those present to "take General Robins as your example," for if they did, "there would be no fears of the success of this installation..."

Macon Mayor Charles L. Bowden followed by officially presenting the deeds for the Depot property to General Frank and the U.S. Army Air Force. In receiving the site in the name of the Commanding General of the AAF, Frank declared that: [This field and station are dedicated today] in memory of my very dear friend, General Warner Robins,... He was unrestrictedly a gentleman. This city and this state should feel proud in the legacy of his name for this station. Not only was he an efficient, outstanding man, a devoted husband and father, but with it all he was a leader of men. I hope this depot, as a monument to him, will be as outstanding as was his stature.

At 1400 hours that same afternoon, ceremonies moved to Macon where the AAF Band offered a band concert and then a parade from Central City Park, through downtown, to the Municipal Auditorium. More speeches followed given by Col. Thomas, Gen. Frank, and Mayor Bowden. These were augmented by comments from City Attorney J. Ellsworth Hall, and Chamber of Commerce President Cubbedge Snow. That evening the officers' wives held a reception, followed at 1930 hours by the annual Macon Chamber of Commerce Banquet held at the Hotel Dempsey.

But things were not always so good. After World War II, the number of military and civilian employees dropped dramatically until in March 1946, it reached a total of only 3,900. However, the critical role that Robins AFB and its repair and supply personnel played in the Berlin Airlift (Operation Vittles) 1948-1949 caused the work force to grow to 11,000. This trend continued with the advent of the Korean War.

Once again the nation took notice of the essential role of the Depot—then known as the Warner Robins Air Materiel Area (WRAMA). In one of their finest efforts, workers at the Center literally unwrapped and refurbished hundreds of "Cocooned" Boeing B-29 Superfortresses. Understaffed and working around the clock, they made sure that United Nations forces in the Far East had the necessary tools to fight the North Korean invaders. This was particularly true with the key role B-29s played in bombing Communist supply lines and staving off the enemy's assault on Allied forces pinned down inside the Pusan Perimeter.

The lesson of Korea was not lost on policymakers in Washington. Ever since, though numbers have fluctuated slightly, both the Air Force and Department of Defense have always ensured that Robins AFB has been adequately staffed. This, of course, has paid off since Robins AFB and the WR-ALC played enormous roles in the Viet Nam War through the resupply of troops and materiel known as the Southeast Asian Pipeline. Among the weapons systems managed by WRAMA personnel during the Vietnam War was the B-57 Canberra used for night raids along the Ho Chi Minh Trail. The modification of AC-119G and K Gunships were managed entirely by Center personnel in the late 1960s. It proved to be the Allies' primary "truck killer" during much of the Second Indochina War. Also playing a vital part in war were the AC-130 Gunship, various

helicopters, the C-141, the C- 130, the C-123, and the C-124 cargo aircraft—all serviced and maintained at WRAMA.

In the 1970s, WRAMA and Robins AFB personnel once again found themselves on the world's center stage as they surged to resupply America 's important Middle Eastern ally, Israel, in the 1973 Yom Kippur War. During Operation Nicklegrass dozens of C-141s managed by WRAMA provided the Israeli military with critical supplies to prevent defeat in its war with its Arab neighbors. In October 1983, WR- ALC-managed C-130s and gunships supported U.S. ground forces during the invasion of the tiny Caribbean Island of Grenada.

In 1990-1991, Desert Shield and Desert Storm once again challenged the WR-ALC and Robins AFB work force to provide supplies, parts, repairs, and personnel to Coalition forces in the Persian Gulf wresting Kuwait from the clutches of Iraqi dictator Saddam Hussein. Personnel at Robins and throughout the Air Force airlifted more supplies and aircraft to the Persian Gulf Theater of War in 14 weeks than the Allies had airlifted in 14 months to West Berlin during the Berlin Airlift. Of course, everyone is familiar with the vital roles that the F-15 Eagle and the E-8A (now E-8C) Joint STARS played in bringing the Iraqi Army to its knees.

In addition to its combat role, the WR-ALC today supports several of the most vital Air Force weapons systems, the C-5 Galaxy, the F-15 Eagle, the C-141B/C Starlifter, the C-130 Hercules, Special Forces (SOF) gunships, the 93ACW's E-8C Joint STARS, the U-2 Aircraft, Air Force vehicles, numerous helicopters and many other key missile, avionics and aircraft systems. It is one of the most important avionics centers in the Air Force, the integral manager of several important Foreign Military Sales (FMS) programs, the Small Arms Center for the Air Force, and a major location for the military development of high technology and automated industry.

Since 1958, Center personnel have managed programs for 30 to 77 countries worth between \$200 million to \$3 billion annually.

Robins AFB has 14,297,809 square feet of facilities. There are 3.9 million square feet of maintenance shops, 1.7 million square feet of administrative space, and 3.4 million square feet of storage space at Robins AFB. The flightline runway is 12,000 feet long and 300 feet wide with two 1,000-foot overruns. Up until the early 1990s, it also has 13 miles of railroad tracks a link to its origins in World War II. Its landing area is not only the largest runway in Georgia, but it is capable of accommodating the largest aircraft in the world including the C-5B Galaxy and the NASA Space Shuttle piggybacked on a Boeing 747. Robins has dormitories for 1,415 single members as well as 1,465 family housing units.

In 1993 and again in 1995, Robins and the WR-ALC were closely scrutinized by members of the Base Realignment and Closure (BRAC) Commission. On both occasions the BRAC commissioners agreed that this installation was so vital to the nation's defense that it should remain open and functioning as one of America 's primary Air Logistics Centers. Finally, on 12 May 1995, all of the hard work put forth by the members of Team Robins Plus paid off. The Team reached the pinnacle of its profession when Center and Base personnel received the Commander-in- Chief's

Installation Excellence Award from Secretary of the Air Force Widnall during formal ceremonies in Washington.

To better achieve the wartime sustainment process, AFMC leadership decided to reorganize the entire Command along more military lines. In an effort to “Blue” the Command, the Air Logistic Centers were divided into new unit organizations that changed directorates into wings, divisions into groups and branches into squadrons. Led by the current WR-ALC Commander Major General Michael Collings, the Center made these changes beginning in the second half of 2004 and culminating in early 2005. Indeed, this Center led the way in the reorganization converting its units first and obtaining its new lineage/honors, heraldry and unit histories first. Reaching back into the illustrious history of the Air Force the Center reactivated World War II and Cold War wings to designate the new units. The WR-ALC had four Wings—the 78th Air Base Wing (78ABW), 330th Aircraft Sustainment Wing (330ASW), 402 Maintenance Wing (402MXW) and 542nd Combat Sustainment Wing (542CSW). Even as the reorganization went into effect, the Base survived another round of Base Realignment and Closure (BRAC). In May 2005, Robins AFB did not appear on the closure list.



Warner Robins Air Materiel Area headquarters

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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Unit yearbook. *Warner Robins Air Logistics Center, Directorate of Distribution, 1980.* 1980.

Unit yearbook. *Warner Robins Air Logistics Center and Robins Air Force Base, Georgia, A Chronological History, 1936-1986.* Office of History Warner Robins Air Logistics Center, 1987.