

WARNER ROBINS AIR LOGISTICS CENTER



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

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

COMMANDERS

BG Charles E. Thomas, 9 Nov 1941

MG Thomas H. Chapman, 4 Aug 1944

BG Robert V. Ignico, 4 Dec 1945

MG Thomas H. Chapman, 4 Jun 1952

MG Kingston E. Tibbetts, 10 Nov 1952

MG Alvord V. P. Anderson, Jr., 15 Dec 1955

MG William T. Hefley, 1 Nov 1960

MG Earl C. Hedlund, 1 Aug 1963

MG Francis C. Gideon, 1 Aug 1966

MG Abe J. Beck, 22 Jul 1968

MG Robert E. Hails, 1 Aug 1972

MG Ralph T. Holland, 19 Aug 1974

MG William R. Hayes, 28 Aug 1975

MG John R. Spalding, 30 Aug 1977

MG John R. Paulk, 30 Jan 1980

MG Cornelius Nugteren, 7 Sep 1982

MG Richard F. Gillis, Apr 1988
MG William P. Hallin, Jul 1992
MG Rondal H. Smith, Jun 1995
MG Richard N. Goddard, Nov 1997
MG Dennis G. Haines, Feb 2000
MG Donald J. Wetekam, Feb 2002
MG Michael A. Collings, Feb 2004
MG Thomas J. Owen, Aug 2006
MG Polly A. Peyer, Aug 2008
MG Robert McMahon Nov 2010

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

None

Armed Forces Expeditionary Streamers

None

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

EMBLEM

BLAZON 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.

EMBLEM 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

NICKNAME

OPERATIONS

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 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.

At the end of War, as its function changed and satellite bases were closed, the name changed again and it became the Warner Robins Air Materiel Area (WRAMA). Its designation finally changed to its present form in April 1974 when its new worldwide responsibilities led it to be renamed the Warner Robins Air Logistics Center (WR-ALC).

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. The critical role that Robins AFB and its repair and supply personnel played in the Berlin Airlift 1948-1949 caused the work force to grow to 11,000. This trend continued with the advent of the Korean War. Workers at the Center literally unwrapped and refurbished hundreds of "Cocooned" B-29. 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.

Among the weapons systems managed by WRAMA personnel was the B-57. The modification of AC-119G and K were managed entirely by Center personnel in the late 1960s. Also playing a vital part in war were the AC-130, various helicopters, the C-123, and the C-124 all serviced and maintained at WRAMA.

Air Force Order of Battle
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Sources