

NEWSLETTER FEBRUARY, 2009

Membership Dues

Just as a reminder, our yearly membership dues are due on January 1 of each year. The \$40.00 dues are for each family unit. We rely on dues and donations to supply the cash to operate the non-profit organization.

So far, I have received dues from 14 members. If we have our usual 45 paid members per year, we have about 30 more that have yet to send in their dues. Please add to your To Do list and send as your budget allows.

Another Correction

Yikes ! My thanks goes to sharp eyed Gregg Biggs of Clarksville, TN , who noted an error in the segment last month on Confederate artillery fuses. He knows of no artillery fuses made in Savannah. The Charleston Depot and Arsenal made the fuses for the Army of Northern Virginia. The Army of Tennessee received their fuses from the Macon Ordnance Bureau.

The problem started when I went from memory, as I did not have the article I had read in hand. Thanks again Gregg.

Another New Member

It is my pleasure to announce that **Edwin Williams** and his wife **Tori** of Roswell, GA have joined our ranks. Edwin descends from Private John Tatum Fullilove Co. A, 41st Georgia. Private Fullilove was born February 23, 1846 and died on May 1, 1918.

Our members have found some of the surviving letters from Captain Stallings, who commanded Co. A, 41st Georgia. Through our association we can share this information with Edwin and Tori . Captain Stallings wrote the letters to his wife and the details he described give us insights into what happened , not only to his company, but to the rest of the regiment and to his brigade.

Welcome. We look forward to meeting you soon.

Another History Organization

I have joined another history organization. I mention it here because this organization and the experience gained from it may supply ideas and procedures that can be used in the General Barton and Stovall History/Heritage Association.

I have joined the Palm Spring Air Museum as a Volunteer Docent. The museum has the mission to honor Veterans and educate youth about the Aviation History of World War II. The museum has 13 flyable aircraft, two static non-flyable and two under restoration World War II aircraft that are secured in three clean, air conditioned hangars that surround a gift shop, library and offices. Other ancillary subjects are presented and displayed along the walls of the hangars.

The museum has 317 active volunteers who have provided over 400,000 hours of service in just over 12 years. Volunteers wear uniforms and go through a training program before they enter service in the hangars. There is a mentorship environment and an organization to run the operation seven days a week.

The training program requires four hours of OJT in each of the five main parts of the museum. Additionally, each new volunteer must complete five classroom sessions of four hours each on World War II and 100 hours of service. Then, they are awarded their permanent nametags. All of the training just described follows a personal interview and a background check.

The museum is divided into the European Hangar, Pacific Hangar and B-17 Hangar, plus the Gift Shop and Youth Programs. Each new docent picks the area they want to work. At a later time and after more experience is gained in all areas, the docent can become a Tour Guide. Tour Guides can operate anywhere in the museum and they conduct group tours, with a fountain of information at hand.

If you are curious and would like more information, just Google “Palm Springs Air Museum”.

So, what does this have to do with the General Barton and Stovall History/ Heritage Association ? Perhaps nothing directly, but indirectly, we could improve by learning how others do their operation.

Some observations :

Their tours guides use a voice amplification system that attaches to their belt and it has a thin microphone that comes around from the side of the jaw.

People want to know, “ Where were the planes used ?” They have heard bits and pieces from fathers and grand fathers but usually their details are obscure or jumbled.

They use the website and e-mail to schedule and inform members.

A logo is used on letterhead, caps, shirts, newsletters, parking stickers, membership cards, and anything else associated with the museum.

Other air museums have come to them to learn about the details of recruitment, training, uniforms, scheduling , service recognition, speakers and other operational subjects.

As each year goes by the details tend to fade or be covered over by other events. Some high school students can not tell you which nations were Allied and which nations were Axis in World War II, much less what happened at the battle of Midway or the value of the P-51 Mustang.

Running an operation of this size and scope takes a lot of organization and a number of people helping.

Another reason for joining this museum organization is that it gives me an outlet for years and years of interest and study in World War II and World War II airplanes and the men who flew them and the women and men who built them. My children and grandchildren are not particularly interested in Major Richard Bong and what he did, for example. I believe that I can do this effort between November and March, while in Palm Desert, and that it will not conflict with GBSHHA duties and events.

Note : Major Richard Bong was an Army pilot who shot down 40 Japanese planes with his P-38 fighter and was the top American ace in World War II. He was awarded the Medal of Honor and was pulled out of combat to conduct War Bond drives. Later, he became a test pilot. He was killed while testing the P-80 jet fighter in 1945.

Every month is not the same in terms of information to pass on. That is all for this month. The next Newsletter will be out in mid-March.

Mike Griggs
President