Executive Director Robert Burr noted, "We are implementing procedures that allow our pilots to call JAX center directly by phone to receive pilots about changes, improvements and safety on our airports and within our flight plans."

The Glynn County Airport Commission is actively involved in educating pilots about changes, improvements and safety on our airports and within our flight plans. "I've always loved airports," she shared. "I've enjoyed the camaraderie with local pilots and personnel. I consider them good friends." "I've always loved airports," she shared. "I've enjoyed the camaraderie with local pilots and personnel. I consider them good friends."

The commission is also responsible for selecting the artist for the scenic murals at the Brunswick Golden Isles Airport, which were commissioned and installed in 1979. The commission has shared with both airports for over 50 years. She has traveled extensively over her career, collecting art and assisting artists with sharing their talents. "I've always loved airports," she shared. "I've enjoyed the camaraderie with local pilots and personnel. I consider them good friends."

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Honoring Veterans

From the archives: Hours of Boredom, Pilots' Progress

From the archives: Hours of Boredom, Pilots' Progress

Pouring fuel into the hangar. So-the ground crews waited. Photo courtesy of Charles Tillery.

Improving operations at the Brunswick Golden Isles Airport meant the ground crews had to learn to wrangle the unwieldy aircraft back into the hangar. So-the ground crews waited.

When an airship's reaction to strong winds became wildly unpredictable, the situation could quickly become an emergency for both the airship and ground crews. It was impossible to tell exactly when to expect the blimps to arrive and need all hands on duty to assist with wrangling the unwieldy aircraft back into the hangar. So-the ground crews waited. Photo courtesy of Charles Tillery.

Water from a sudden summer thunderstorm would add a serious amount of weight to a 250-foot long blimp. If lightning was involved, the situation could quickly become an emergency for both the airship and ground crews. It was impossible to tell exactly when to expect the blimps to arrive and need all hands on duty to assist with wrangling the unwieldy aircraft back into the hangar. So-the ground crews waited. Photo courtesy of Charles Tillery.

A blimp in a hurry. Water from a sudden summer thunderstorm would add a serious amount of weight to a 250-foot long blimp. If lightning was involved, the situation could quickly become an emergency for both the airship and ground crews. It was impossible to tell exactly when to expect the blimps to arrive and need all hands on duty to assist with wrangling the unwieldy aircraft back into the hangar. So-the ground crews waited. Photo courtesy of Charles Tillery.

In 1940, aviation was rapidly advancing and blimps were used as survey craft. The National Airship Service would have to determine where and when to use the blimps and predict the best route. A blimp in a hurry. Water from a sudden summer thunderstorm would add a serious amount of weight to a 250-foot long blimp. If lightning was involved, the situation could quickly become an emergency for both the airship and ground crews. It was impossible to tell exactly when to expect the blimps to arrive and need all hands on duty to assist with wrangling the unwieldy aircraft back into the hangar. So-the ground crews waited. Photo courtesy of Charles Tillery.

Photo via U.S. Navy.

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