



The April 2023 Newsletter

The April Meeting will be
**Tuesday, April 25 at 3:00pm in
the Woodfin Patterson Auditorium
On the College Campus, Brewton, AL**



The Program: Vice Admiral, Kyle Cozad, Pres. & CEO of the Naval Aviation Museum Foundation Will Give a Presentation on His Book Relentless Positivity: A Common Veteran Battling Uncommon Odds.

From Amazon's introduction of Admiral Cozad's Book (<https://www.amazon.com>):

Rear Admiral Kyle Cozad, shown at left, graduated from the U. S. Naval Academy in 1985. His Navy career centered around aviation training and operations, and he served extensively as an instructor pilot in numerous operational and training tours around the world. During his career, Cozad commanded at various levels within naval aviation and joint multi-service in five critical assignments.

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There will be no refreshments after the program for the April ECHS Meeting.



Alabama Senator John Hollis Bankhead poses with granddaughters Tallulah, left, and Eugenia in Washington, D.C., during a Confederate veteran's reunion in 1917.

The May Meeting

Kim Pembleton Brooks will present a program on her father, Jimmy Pembleton, who was an engineer at the Marshall Space Center in Huntsville and worked on the Saturn Project.

ECHS needs a standard size refrigerator for the kitchen in the Alabama Room. Call Dan Sales at (251) 809-1528 if you have one you wish to donate.

A Student Art Exhibit will open on Monday, April 24th from 5:00-7:00 p.m. in the McMillan Museum. Displays include work from various art classes in Brewton and Monroeville, community ceramics class, student submissions, and the new Art Club mural. Also there will be a Raku Kiln firing and refreshments on Monday. Exhibit will last the entire week.

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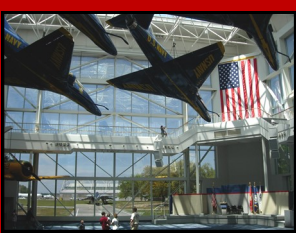
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Blue Angels Atrium
National Naval
Aviation Museum

Volume 50 No. 4
April 2023

The Program

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Ashore, he served in a variety of diverse leadership positions within the Navy and Department of Defense, including as the 22nd Senior Director in the White House Situation Room, Commander of Joint Task Force Guantanamo Bay, and Commander of the Naval Education and Training Command.

Following a spinal cord injury in 2018, Cozad recovered and returned to full service, completing his final thirty months of active duty as the Navy's only wheelchair-bound flag officer. During that time, he became an advocate for disability awareness and

competed in the 2019 Department of Defense Warrior Games. Prior to his retirement, Cozad was recognized as one of the Department of Defense's top employees with disabilities in 2020.

After a thirty-five-year career in the Navy, Cozad joined the Naval Aviation Museum Foundation as the President and Chief Executive Officer in October 2020. Today, he resides in Pensacola.

Since his injury, Cozad has dedicated countless hours mentoring spinal cord injury victims through their individual recoveries.

Admiral Cozad on the Naval Aviation Museum Foundation and His Role as the President and CEO.

From "Taking Control of the Naval Aviation Museum Foundation," an interview of Admiral Cozad in 2020 with Eric White <<https://federal-newsnetwork.com/navy/2020/10/taking-control-of-the-naval-aviation-museum/>>.

Adm. Kyle Cozad:

For a guy who's been involved in aviation in uniform for over 35 years, I started in Pensacola, I ended up in Pensacola, and it was just an opportunity for me that I couldn't turn down. And really the Naval

Aviation Museum Foundation is kind of considered the sole benefactor to the National Aviation Museum.

We consider ourselves the fuel that allows the museum to take flight, we support funding and we're really focused on providing the resources to ensure that they have everything that they need to meet their strategic vision for growth today, tomorrow and in the future.

Eric White:

Aviators have been hard to come by or hard to keep, whether it's Air Force or Navy, what role do you see the museum foundation actually playing in the recruitment process?

Rear Adm. Kyle Cozad:

There's a lot of things and you look back. When I was a young guy, Top Gun came out. There are things that the public sees that educates them.

I grew up in Las Vegas, Nevada, and I knew noth-

From the Federal News Network:

"The Naval Aviation Museum is a dream for flight enthusiasts, with everything from biplanes to Blue Angels jets.

"Behind the museum is a Foundation, which actively participates in educating potential future aviators."

ing about the Navy or naval aviation. I actually got my bug from a neighbor who was an Air Force pilot. I ended up going to the Naval Academy to play basketball for a few years. And I knew that I wanted to fly.

So really, it's an educational piece, it's an inspirational piece, to be able to show people what naval aviation is all about—tell them the story of what it's like to be a naval aviator or serve within aviation. Part of our job is to tell the story from a heritage perspective. and in doing so inspire folks.

That dates back to the early 60s when the museum first opened its doors. And that focus was to educate young men and women at the time, just young men, who were coming to Pensacola to go to flight school, to teach them about the profession of arms and the profession of aviation that they were about to enter so they would be better prepared to become officers, division officers and world class aviators.

Eric White:

Yeah, and speaking of Top Gun, you see some of the conversation surrounding it. A lot of people say aviators in general maybe aren't doing dogfights or anything like that anymore. What do you tell people who are interested in aviation and they're actually looking to get a realistic perspective of what the job entails?

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Admiral Cozad on the Naval Aviation Museum Foundation and His Role as the President and CEO.

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Rear Adm. Kyle Cozad:

Yeah, it's a good question. It's changed in my 35 years. I have a son who flies Romeo helicopters, and he was inspired; he watched me every step of the way. And I would say that during your first decade of service, your proverbial office is the cockpit of one of the most modern sophisticated aircraft in the world, regardless of what you fly.

Rear Adm. Kyle Cozad:

Absolutely, you're flying and you're making a difference in your mission. So with technology, this January I believe, marks the 30th anniversary — let me double check and fact check this — but retired three star Admiral Mark Fox shot down a MiG 21 (in 1991).

Those days are long gone. The sophistication of weapon systems is beyond visual range so it's over the horizon. So the days of World War I where we had aces that shot down multiple airplanes, warfare is much more sophisticated to a longer range right now.

The National Naval Aviation Museum, originally opened in 1963 with 8,500 square feet in a renovated wood-frame building and moved to its current location in 1974. The non-profit Naval Aviation Museum Foundation, was founded in 1966.

And so, while it's changed, the requirement for our pilots and our air crews to be tactically oriented, to understand everything from the mechanics of the jet that they fly to their weapon systems to adversary tactics, it's an exciting game to play.

I think it's a really cool opportunity. And again, for a guy who started here, everybody considers Pensacola the cradle of naval aviation. So everybody who comes to fly Navy aircraft, starts here in Pensacola, for as little as six weeks for up to a few years.

It's just really exciting to be part of this organization. The men and women who work with the museum and who work with the foundation are passionate about what they do. And I've told everybody that the coolest thing about this job is, every morning when I wake up, I wake up before my alarm goes off, because I'm so excited to get in there to learn the job and to make a difference.

Everybody feels so strongly about naval aviation and what this museum brings, not only to the Navy, but to this country, it's a special place to be.

The National Naval Aviation Museum



Grumman YF-14A Tomcat '157984' at the Entrance to the National Museum of Naval Aviation, Pensacola, FL

A Message from the Museum

The monument (at the left) that greets every visitor to the National Naval Aviation Museum is called "The Spirit of Naval Aviation." We look forward to sharing that spirit with everyone as soon as possible, but at this time civilian visitors can only enter NAS Pensacola and visit the museum if escorted by a holder of a Department of Defense identification card.

Please call our visitor information line (Naval Aviation Museum) at 850-452-8450 for answers to your questions. We thank you for your patience and support" (<https://www.navalaviationmuseum.org/>).

The ECHS *Journal* Section

Deep South Dynasty: The Bankheads of Alabama



John Hollis Bankhead, Sr., of Jasper, Ala., (1842-1920). Father of Five. Two Sons, a Daughter and a Granddaughter Are Pictured.



Son: John Hollis Bankhead, Jr. (1872-1946).

"Sunset," John Hollis Bankhead, Sr.'s home in Jasper, Walker County, which he had built around 1910 while serving in the U.S. Congress.



Granddaughter: Tallulah B. Bankhead (1902-1968).



The Bankhead Family in Public Life, 1865-1955

John Bankhead Sr.

- *Alabama State Legislature House (1865-1867) - Senate (1876-1877).
- *Warden of Alabama State Prison (1881-1885)
- U. S. Representative, Alabama's Sixth District (1886-1906)
- *U. S. Senator (1907-1920)

John Bankhead Jr.

- *Alabama State Legislature (1902-1903)
- *U. S. Senator (1930-1946)

William Brockman Bankhead

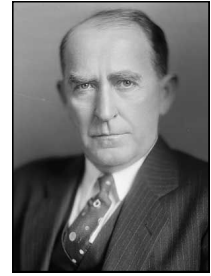
- *U. S. Representative, Alabama's Tenth District (1916-1940)
- *Majority Leader, U. S. House of Representatives (1935-36)
- *Speaker of the House, U. S. House of Representatives (1936-1940)

Marie Bankhead Owen

- *Director, Alabama Department of Archives and History (1920-1955)

Tallulah Bankhead (William's Daughter, John Sr.'s Granddaughter)

- *Actress (1917-1968)



Son: William Brockman Bankhead (1874-1940).



Daughter: Marie Bankhead Owen, (1869-1958).

The following excerpts on the Bankheads are taken from a "Book Talk" presentation by Kari Frederickson based on her book Deep South Dynasty: the Bankheads of Alabama (You Tube: ADAH Mar. 30, 2022). Dr. Frederickson is a Professor of History at the University of Alabama.

As an introduction to the Bankhead influence, the author comments, "So when people ask me what this book is about, I often say it is family biography as regional history; that is through the exploits of three generations, I attempt to tell the history of the economic, social, cultural and political development of Alabama and the larger South from the end of the Civil War to the end of World War II.

"If you point to any significant development during that period, if you just dig a little bit you are going to find Bankhead finger prints. The Bankheads are what I would call the south's most powerful, important but ultimately forgotten political family, and we can talk a little bit later about why so many people don't know who they are.

"Their name graces spaces and places across Alabama: the Bankhead National Forest, Bankhead Tunnel, Bankhead Lake, Bankhead Highway, but few people can tell about the people who made those things possible. Once when I was describing my project to someone and the accomplishments of the family, they had this sort of 'aha' moment and said, "Oh, the Bank-

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Deep South Dynasty: The Bankheads of Alabama

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heads are the Kennedys of the South!” and I said, “You have it exactly backwards, the Kennedys were the Bankheads of the North.”

So why were the Bankheads so influential? Well, a Bankhead, sometimes several Bankheads, occupied state or national political offices almost continuously, from the end of the Civil War to the end of World War II.”

John Hollis Bankhead, Sr.

“John, Sr. served in the Civil War. He was in the state legislature during Reconstruction. He was warden of the state prison. He served as a congressman for 20 years and then as a United States Senator from 1907 until his death in 1920. And he was the last surviving Confederate soldier to serve in the United States Senate.”

John Bankhead, Jr.

“His son, John, Jr. served briefly as a state legislator as a young man but later was elected to the Senate in 1930 as a much older man and he held that position until his death in 1946.”

William Bankhead

“Second son William was elected to Congress in 1916 where he stayed until he died. He ascended the ranks of Democratic Party leadership and he was elected Speaker of the House during Roosevelt’s second term in 1936.”

Marie Bankhead Owen

“Daughter Marie Bankhead Owen became Director of the Alabama Department of Archives and History, in 1920 following the untimely death of her husband Tom Owen, who had founded the archives. She was the first woman to run a state agency and she did so for 35 years.”

Tallulah Bankhead

“The movements of the most famous Bankhead, actress Tallulah, who of course is William’s daughter, plays a much smaller role (*in Alabama political history*) than her elders. Tallulah Bankhead left

“If you start with the end of the Civil War and Reconstruction and go through the end of World War II, and look at almost any significant development in Alabama, whether it’s economic, like the development of the coal industry, or political, like the disenfranchisement of Black voters, there’s a Bankhead behind it.”

Kari Frederickson at <https://as.ua.edu/2022/04/19/history-professor-publishes-biography-of-alabamas-bankhead-family/>.

Alabama in 1917 to chase fame and fortune at the tender age of 15. Five years later she booked passage to London where she would remain until 1931. Tallulah’s star rose in concert with the cultural trends.

“Just as her grandfather, father and uncle shaped the political world to bring economic benefits that helped to craft a more modern South, Tallulah embodied the energy and possibilities of the new woman. And if people like to talk about Zelda Fitzgerald

as the embodiment of the new woman, I will fight them because I think it’s Tallulah.”

The Bankheads and Public Policy

“Much of the Bankheads’ impact came in the form of public policy. These policies serve as this book’s narrative spine. Over the course of two generations they were instrumental in expanding the reach of the federal government to aid southern economic development. John Bankhead, Sr.’s time in national office first as a member of Congress and then as a Senator coincided with the period historians called the “New South.” This was a period marked by rapid industrialization and urbanization, particularly in interior cities like Birmingham and Atlanta and it was a time in which the connection of the relatively isolated south with the economic life of the nation was critically important.

“Although most southerners, both black and white, would continue to make their living on the land until the end of World War II, thousands of men and women across the state and region abandoned farms during this period. They left for the textile mills, the lumber camps and the coal mines that sprouted up across the region in the 20th century.”

Development of Infrastructure

“In order to become urban, you needed transportation networks and Alabama and the rest of the South were rather poorly served. Now we live in a time when every week is Infrastructure Week and support for infrastructure is universally accepted as a federal responsibility. Outlays for infrastructure run in the trillions of dollars and while we may argue about the cost, few would

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Deep South Dynasty: The Bankheads of Alabama

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argue, few would dispute that it is an important federal priority. But this wasn't always the case and the individual most responsible for making infrastructure development a federal responsibility, rather than a state or local responsibility, was John Bankhead, Sr."

Development of the Black Warrior River System (1890s-1915)

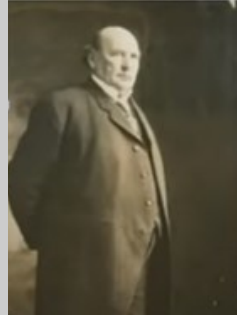
"When John Bankhead entered Congress in 1886 as representative of Alabama's sixth district, it was possible to walk across the Black Warrior River. The Black Warrior reaches up into the coal region, connects with the Tombigbee, and then makes its way down, of course, to the Port of Mobile. It was possible to walk across it. This was a 293 mile-long tributary of the Tombigbee, again it reaches into the rich Warrior coal-fields. But in the 1880's, when John Bankhead takes office, it's unnavigable. The river was shallow, it was crooked, cursed with numerous obstructions, and goods could only be shipped down the river in times of high water, and even then, one out of eight boats never reached their destination.

"If going down the river was perilous, going upriver was impossible, and so when John Bankhead comes into office, he is determined, he is going to develop the coal region. But that's not going to happen if the Black Warrior River doesn't become a true working river. If properly improved, it would provide a crucial link between the coal fields and the Port of Mobile, and perhaps Alabama's industrial future would be secured, but that required money, lots of it.

"Several attempts were made to develop the river using private capital but those attempts ended in failure and Alabama's constitution forbade the use of state money for infrastructure projects. So, determined to develop what he called nature's highways, John Bankhead set his sights on acquiring federal funds. But

The Bankhead's New South: Federal Money for Infrastructure

***Development of the Black Warrior River System (1890s-1915)**



John Bankhead, Sr.

***Federal Aid Road Act of 1916**

there was a problem; John Bankhead was a Democrat and the Democrats were the minority party during much of his years in the House.

"Nevertheless, by the time he left the House in 1907, he had acquired the reputation of, as in the words of one journalist, "the

greatest procurer of pork for his district who ever strayed north of the Mason Dixon Line." He was, as another journalist put it, 'a getter.'

"So how did he become a 'getter' as a member of the minority party? He did this by building relationships. He reveled in his role as a legislator. He was an imposing man; he was over six feet tall at a time when that was quite extraordinary. He was affable. He was blessed with what one journalist called "a jovial disposition." He was very well liked and he said that there was nothing that couldn't be solved in the haze of a good cigar and a glass of bourbon, and he partook of both often. And in the committee rooms and offices of Capitol Hill is where he did his work.

"He was not a speech maker and did not take to the floor often. Republican President Warren Harding and Republican Senator Henry Cabot Lodge praised his trustworthiness and his good sense and his abundance of personal charm, and so he secured funding for the development of the Black Warrior and other projects in Alabama by cultivating important relationships with Republicans, particularly those from the developing western states which had their own water issues.

"Ultimately, he secured \$15M which in today's dollars is about \$600M to create the elaborate lock and dam system that made the Black Warrior a true working river. And in his honor, the final lock, which is Lock 17, created Bankhead Lake, which was named after him, and at the time, it was the biggest engineering project undertaken to date in the country."

Federal Aid Road Act of 1916

"But John Bankhead's greatest achievement was as the author of the Federal Aid Road Act of 1916, which is the first piece of legislation for providing a funnel of

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The ECHS *Journal* Section

Deep South Dynasty: The Bankheads of Alabama



Good Roads Movement
The Good Roads Movement began in 1880 as an effort by bicyclists to lobby for improved road conditions in rural areas. By the early 1890s, the movement was national in scope, and by the turn of the century, the focus had shifted from bicycles to automobiles.

Picture and text from
<<https://encyclopediaofalabama.org/media/good-roads-movement/>>.

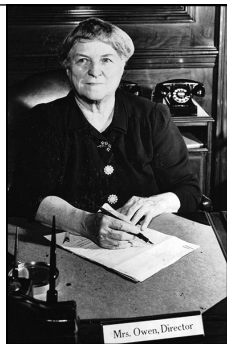
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federal funding for the creation of highways. Now, the state of roads in early 20th century Alabama was beyond pitiful. There was no system. There also weren't many cars. Existing roads had grown organically out of animal paths, Native American hunting trails and, in some very limited cases, by the military. They were rough, rutted, overgrown by vegetation, poorly engineered and impassable during heavy rains. And they were a county responsibility.

"Existing roads were maintained by the male citizens in the individual counties. All men ages 18-45 had to work up to ten days per year on road creation and maintenance. It was not a terribly efficient or effective system. It took a really long time. Now he wasn't the only person interested in getting federal money for roads. Between 1903 and 1916, hundreds of bills were introduced but none of them got any traction until his finally did. He's able to break the legislative and constitutional log jam, again, through persistence, patience, and creativity.

"His piece of legislation appropriates \$75M over five years and it's impossible to overstate how revolutionary this program was. Not only did it accelerate the creation of roads across the nation, but this occurred at a time when roads were especially needed. This is just prior to America's entrance into World War I and we needed several transportation networks for mobilization. Within a few years, appropriation for roads dwarfed every other type of appropriation from federal to state altogether.

"It also sets a precedent, a federal oversight. You couldn't just build roads willy-nilly; you had to create a bureau. There had to be certain types of materials used. You had to make sure it connected with different things. You couldn't slap them down wherever you wanted. But again, this is something that we now take for granted. It took patience. It took ingenuity. It took persistence. And probably this accomplishment, more than any other, I think really defined John Bankhead's skill and his legislative prowess, and, of course, his indispensable contribution to the development of Alabama and to the South."



Marie Bankhead Owen

Marie Bankhead Owen at ADAH
Marie Bankhead Owen was appointed director of the Alabama Department of Archives and History in 1920 and ran the agency for 35 years. She finished and published the four-volume History of Alabama and Dictionary of Alabama Biography created by her husband, Thomas McAdory Owen, published her own histories and textbooks, and successfully lobbied for the completion of the World War Memorial Building, which then became the department's new home in 1940

Picture and Text from <<https://encyclopediaofalabama.org/media/Marie-Bankhead-Owen-at-adah/>>.

Marie Once Said of Her Brothers:

"If I wanted to have a good time, I would spend time with Henry. If I had a business problem, I would go to John. But if I were in Hell and I needed someone to talk our way out, I would rely on William."

From "Book Talk," (You Tube: ADAH Mar. 30, 2022).

ECHOES
THE NEWSLETTER FOR
THE ESCAMBIA COUNTY
HISTORICAL SOCIETY

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www.escohis.org

The Museum is on Facebook at
<http://www.facebook.com.
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Escambia Historical Society Cookbook	\$10.00	\$15.00
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