

14TH FLYING TRAINING WING



Colonel Justin Grieve
Commander, 14th Flying Training Wing

Colonel Jonathan Cato
Vice Commander, 14th Flying Training Wing

Chief Master Sergeant Todd Rosenzweig
Command Chief, 14th Flying Training Wing

Colonel Alex Heyman
Commander, 14th Operations Group

Colonel Pedro Matos
Commander, 14th Mission Support Group

Colonel James Weinstein
Commander, 14th Medical Group



GRADUATION PROGRAM

Stage Party Processional

Invocation

Chaplain Kenneth Thomas

Graduation Address

Major General Clark Quinn

Presentation of Awards

Official Stage Party

Presentation of Aeronautical Orders

Colonel Justin Grieve

Stage Party Recessional

MAJOR GENERAL CLARK QUINN



Maj. Gen. Clark J. Quinn is the Commander, Nineteenth Air Force, Joint Base San Antonio-Randolph, Texas. Nineteenth Air Force is composed of 32,000 total force personnel and 1,530 aircraft assigned to 17 total force wings located across the United States. He is responsible for more than 45% of the U.S. Air Force's annual flying hour program, which trains 27,000 U.S. and allied aircrew annually. The training encompasses undergraduate and graduate fixed and rotary wing pilots, remotely piloted aircraft pilots, combat systems officers, air battle managers, weapons directors and graduate career enlisted aviators, which provides fully qualified aircrew personnel to the warfighting commands.

Prior to assuming his current role, Maj. Gen. Quinn served as Deputy Commander Ninth Air Force (Air Forces Central), Shaw Air Force Base, South Carolina. In this position, he assisted with the development of contingency plans and the execution of air operations for the 21-nation U.S. Central Command area of responsibility covering Central and Southwest Asia.

Maj. Gen. Quinn has commanded at the squadron and wing levels and has held staff assignments at Headquarters U.S. Air Force, U.S. European Command and U.S. Central Command. He received his commission in 1993 from Officer Training School and is a command pilot who has flown in support of operations Southern Watch, Noble Eagle, Unified Protector, Enduring Freedom and Inherent Resolve.

MAJOR AWARDS AND DECORATIONS

Defense Superior Service Medal with oak leaf cluster
Legion of Merit with oak leaf cluster
Bronze Star Medal with oak leaf cluster
Meritorious Service Medal with silver oak leaf cluster
Air Medal
Aerial Achievement Medal with oak leaf cluster
Air Force Commendation Medal with oak leaf cluster
Air Force Achievement Medal
Air Force Combat Action Medal

ASSIGNMENTS

April 1993–February 1995, Space Test Engineer, Detachment 2 Space and Missile Systems Center, Onizuka Air Station, Calif.
February 1995–September 1995, Student, Specialized Undergraduate Navigator Training, Randolph Air Force Base, Texas
September 1995–August 1996, Student, Specialized Undergraduate Navigator Training, Naval Air Station Pensacola, Fla.
August 1996–June 1998, Student, F-15E Formal Training Unit, 333rd Fighter Squadron and Weapons Systems Officer, 336th Fighter Squadron, Seymour-Johnson AFB, N.C.
June 1998–September 1999, Student, Specialized Undergraduate Pilot Training, Laughlin AFB, Texas
October 1999–July 2000, Student, F-16 Formal Training Unit, 61st Fighter Squadron, Luke AFB, Ariz.
July 2000–July 2002, Assistant Chief of Weapons and Flight Commander, 78th Fighter Squadron, Shaw AFB, S.C.
August 2002–August 2003, Instructor Pilot, Flight Commander, 80th Fighter Squadron, Kunsan Air Base, South Korea
August 2003–January 2006, Instructor Pilot, Assistant Director of Operations, 310th Fighter Squadron; Evaluator Pilot, Assistant Chief of Standardization and Evaluation, 56th Operations Group, Luke AFB, Ariz.
January 2006–December 2006, Student, Command and General Staff College, Fort Leavenworth, Kan.
December 2006–December 2007, F-22 Program Element Monitor and Chief, Electronic Warfare Branch, Directorate of Global Power Programs, Assistant Secretary of the Air Force for Acquisition, Arlington, Va.
December 2007–December 2008, Chief, U.S. Central Command Deputy Combined Forces Air Component Commander's Action Group, Southwest Asia
January 2009–July 2011, Instructor Pilot, Assistant Director of Operations, 77th Fighter Squadron; Commander, 20th Operations Support Squadron; 20th Fighter Wing Inspector General, Shaw AFB, S.C.
July 2011–May 2012, Student, Air War College, Maxwell AFB, Ala.
June 2012–June 2013, Chief, Combat Plans Division, 609th Air and Space Operations Center, Southwest Asia
June 2013–April 2014, Vice Commander, 20th Fighter Wing, Shaw AFB, S.C.
June 2014–June 2016, Commander, 71st Flying Training Wing, Vance AFB, Okla.
June 2016–June 2017, Executive Officer to the Deputy Commander, U.S. European Command, U.S. Army Garrison Stuttgart, Germany
June 2017–August 2018, Chief, Strategic Planning Integration Division, Deputy Chief of Staff for Strategic Plans and Requirements, Headquarters U.S. Air Force, the Pentagon, Arlington, Va.
August 2018–April 2019, U.S. Forces Afghanistan Assistant Deputy Commander for Air and Vice Commander, 9th Air and Space Expeditionary Task Force Afghanistan, Resolute Support Headquarters, Kabul, Afghanistan
May 2019–June 2021, Vice Director J5, Strategy, Plans and Policy, U.S. Central Command, MacDill AFB, Fla.
June 2021–May 2023, Deputy Commander Shaw and Deputy Commander Air Force Forces, Ninth Air Force (Air Forces Central), Shaw AFB, S.C.
May 2023–present, Commander, Nineteenth Air Force, Joint Base San Antonio-Randolph, Texas

COLUMBUS AND NORTHEAST MISSISSIPPI

Columbus marks the place that Hernando de Soto crossed the Tombigbee River on his westward expedition in 1540. The Choctaw Indians owned the land until 1816 when they deeded it to the United States Government. The town, which sits atop a 125-foot bluff overlooking the Tombigbee River, began in 1817 with the arrival of a group of 20 pioneers. They set up a trading post named Possum Town, a name given by the Indians because of the "possum-like" features of one of the settlers, Spirus Roach.

The city was formally organized in 1821 and named Columbus by Silas McBee, another of the original settlers. Very quickly, Columbus grew to be the most prosperous center of northern Mississippi's plantation economy. Wealth from "King Cotton" enabled area planters to construct the numerous Greek, Gothic, and Italianate mansions and public buildings still in Columbus today.

During the Civil War, Columbus became a large Confederate arsenal and briefly served as the state's capital when Jackson fell in 1863. The city survived the destruction of the war and still has over 600 homes and buildings built in the antebellum period. Many of these homes are open to the public during the Columbus Pilgrimage each spring. Candlelight dinners and overnight bed and breakfast accommodations can also be arranged.

Nicknamed "The Friendly City," Columbus is the place where flowers healed a nation. In 1862, the Battle of Shiloh foreshadowed the bloody violence of the future Civil War battles. There were 1,500 Union and Confederate dead from the battle buried in Columbus. On April 25, 1866, the first Memorial Day was observed at the burial site dubbed Friendship Cemetery. On that April day, a group of Columbus ladies divided their flowers and laid them upon the graves of Union and Confederate soldiers alike. This action inspired the poem "The Blue and the Gray" and helped heal a wounded country.

Columbus is the birthplace and boyhood home of Pulitzer playwright Tennessee Williams and home of America's first state-supported women's university, the Mississippi University for Women.

Today, Columbus presides gracefully over the beauty of the past in a community greater than 25,000. More than 60 manufacturers are located in Columbus. One of the major locks of the Tennessee-Tombigbee Waterway is located here, making Columbus an important trade center. The past and the future, delicately interwoven through the fabric of this great city, gleam together like the spring sun on the early morning Tombigbee.

COLUMBUS AIR FORCE BASE

Columbus Air Force Base began as an advanced twin-engine flying school during the rearming of America prior to World War II. The base set a standard of excellence from the start, with a world flying safety record of 24 million consecutive flying miles. The full panel attitude system on which present day instrument flying is based got its start here, as did the standardization of flying evaluation boards, used to evaluate instructor pilots. This earned the base national recognition in *The New York Times* and *Time* magazine, which cited a 44 percent decrease in the accident rate despite the fact that the number of students had doubled and the student-instructor ratio had increased.

A total of 7,766 students came to Columbus for pilot training during World War II to become flying officers in the United States Army Air Corps. AT-8s, AT-9s, AT-10s, and Lockheed Hudson A-29s were all used at different times during these early years.

The base was closed after the war and remained inactive until 1951 when it was reopened as a contract flying school to provide flight training for pilots during the Korean War. T-6s and P-18 Piper Cubs were used to train 3,000 student pilots who came to Columbus between 1951 and 1955.

Four years later, the base was transferred from Air Training Command (ATC) to Strategic Air Command (SAC). The base became home to a B-52 bomber squadron and a KC-135 tanker squadron in the late 1950s. Beginning in 1965, these units deployed to the Western Pacific in support of US military operations in Vietnam. The year of 1965 also brought the title “Best in SAC” as the 454th Bombardment Wing was recognized for outstanding unit skill bombing and navigation at the annual Fairchild Trophy competition.

A convergence of situations brought a close to the SAC years at Columbus Air Force Base. As the demand for pilots to support the war in Southeast Asia increased, the number of bombers stateside was reduced since B-52D models were needed abroad. At the same time, Minuteman and Polaris missiles were taking their places in the strategic deterrent forces.

In 1969 Columbus Air Force Base was returned to Air Training Command (now known as Air Education and Training Command) and resumed the mission for which it was originally activated—training the best pilots in the world. Since 1972 the host organization has been the 14th Flying Training Wing.

23-13 GRADUATES



2nd Lt. Andrew W. Carlson
Chesapeake, VA
T-38C Talon



2nd Lt. Christian S. Chybrzynski
Butler, PA
T-1A Jayhawk



2nd Lt. Ian A. Citron
Vancouver, WA
T-38C Talon



23-13 GRADUATES

Capt Patrick J. Corners
Hollywood, FL
T-1A Jayhawk



2nd Lt. Thomas Crawford
Louisville, KY
T-1A Jayhawk



Capt Ryan Fahey
Chesapeake, VA
T-1A Jayhawk



23-13 GRADUATES



2nd Lt. Alec M. Gray
Boca Raton, FL
T-38C Talon



2nd Lt. Desmond T. Greer
Bluff City, TN
T-1A Jayhawk



2nd Lt. Robert J. Gustafson
Bozeman, MT
T-38C Talon



23-13 GRADUATES

Capt Joseph L. Houston
Asheville, NC
T-1A Jayhawk



Capt Barrett J. Huggins
Collierville, TN
T-1A Jayhawk



Capt Shane M. O'Connell
Pickerington, OH
T-38C Talon



23-13 GRADUATES



2nd Lt. Adam W. Piguet
Claremore, OK
T-38C Talon



2nd Lt. Dallion T. Richards
Houston, TX
T-1A Jayhawk



2nd Lt. Jacob S. Rieker
Monument, CO
T-1A Jayhawk



23-13 GRADUATES

2nd Lt. Jennifer Salazar
Yuba City, CA
T-1A Jayhawk



Capt Reidus A. Stokes
Yorktown, VA
T-1A Jayhawk



1st Lt. Ryutaro Tashiro
Fukuoka, Japan
T-38C Talon



23-13 GRADUATES



2nd Lt. Andrew J. Trapp
Waynesville, OH
T-1A Jayhawk



23-13 GRADUATES



AIRCRAFT OF AIR FORCE UNDERGRADUATE AND GRADUATE PILOT TRAINING



T-6A: The T-6A “Texan II” is a single-engine, two-seat primary trainer designed to train Joint Primary Pilot Training students in basic flying skills common to U.S. Air Force and Navy pilots. Stepped-tandem seating in the single cockpit places one crewmember in front of the other, with the student and instructor positions being interchangeable. The T-6A has a turbo-prop engine that delivers 1,100 horsepower. Because of its excellent thrust-to-weight ratio, the aircraft can reach 18,000 feet (5,486.4 meters) in less than six minutes. The aircraft is fully aerobatic and features a pressurized cockpit with an anti-G system, ejection seat and an advanced avionics package with sunlight-readable liquid crystal displays. After completion of training in the T-6A, student pilots are awarded their USAF pilot wings.

AIRCRAFT OF AIR FORCE UNDERGRADUATE AND GRADUATE PILOT TRAINING



T-1A: The “Jayhawk” is an Air Force modified version of the civilian Beechjet 400A and is used to train future tanker and airlift pilots. The aircraft has advanced avionics, including a “glass” cockpit and a jump seat for a second student. The T-1A is well suited to teach new pilots the fundamentals of instrument flight, navigation, air refueling, formation airdrop, and crew resource management.



T-38C: Also known as the “Talon,” the T-38 is the advanced jet trainer of the USAF. With a top speed in excess of Mach 1.2, this aircraft is used to familiarize student pilots with the characteristics of modern jet fighter aircraft. The training curriculum for this aircraft emphasizes formation, navigation, and instruments.

AWARDS DESCRIPTION

Order of Daedalians AETC Commander's Trophy: This award is presented to the most outstanding graduate of the class from each track of training. The recipient of this award attained the highest overall rating in all facets of training.

Distinguished Graduate Award: The Distinguished Graduate award is presented to the students in the top 10% of their Phase III track.

AWARDS DESCRIPTION

Academic Award: The Academic Award is presented to the members of each graduating class who have achieved the highest academic average and is normally given to the graduate with the most number of correct answers on all tests in all phases of training.

Military Training Award: The Military Training Award is presented to the graduate whose leadership, personality, conduct, and bearing had the greatest positive influence on the class.

Flying Training Award: The Flying Training Award is presented to the individual who has obtained the highest flying average amongst members of his/her Phase III class. This graduate had the fewest number of mistakes made on check rides in all of Phase III.

Breaking of Wings

Since man started flying, he has taken to the air with a certain amount of risk. To counter that risk, a tradition was established years ago when the Army Air Corps first started issuing pilot wings to their young aviators. This tradition is called “Breaking of Wings.” At every SUPT graduation, the Air Force issues the pilots their first pair of wings. As tradition has it, that first pair of wings should never be worn by the pilot. To bring good luck, the pilot should break the wings into two parts. One half should be kept by the pilot, the other half should be given to the pilot’s best friend or relative. To preserve the good luck, the two halves should never be brought together while the pilot is still alive. After death, the two halves are once again united with the pilot for good fortune in the next life.





HIGH FLIGHT

*Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds – and done a hundred things
You have not dreamed of – wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark or even eagle flew.
And while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.*

John Gillespie Magee, Jr

CONGRATULATIONS CLASS

23-13

