

# 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**

**Colonel Justin Grieve**

**Presentation of Awards**

**Official Stage Party**

**Presentation of Aeronautical Orders**

**Colonel Justin Grieve**

**Stage Party Recessional**

# COLONEL JONATHAN CATO



Colonel Jonathan B. Cato is the Vice Commander, 14th Flying Training Wing, Columbus Air Force Base, Mississippi. He is responsible for conducting Undergraduate and Graduate Pilot Training for U.S. Air Force and allied officers. The wing is composed of 243 aircraft that fly more than 55,000 sorties and 78,000 hours annually, training over 400 pilots and combat system operators. He is responsible for day-to-day operations of base support functions and mission activities for the Wing's nearly 3,000 military, civilian, and contract Airmen. Colonel Cato also manages an operations and maintenance budget of approximately \$131 million and capital assets exceeding \$2.3 billion. Prior to this assignment, Colonel Cato was the United States Transportation Command Liaison Officer to U.S. Indo-Pacific Command, Camp Smith, Hawaii. In this capacity, he provided advice and assistance to the USINDOPACOM and USTRANSCOM Commanders and staff on joint deployment and distribution issues associated with Pacific operations, plans, exercises, policies, and procedures.

Colonel Cato earned his commission with Distinguished Graduate honors from the Reserve Officer Training Corps in 2003, Detachment 790, Tennessee State University. He is a command pilot with more than 1,000 combat/combat support flight hours, 4,200 total hours, and an instructor pilot in the T-1A, KC-10A, and C-130J aircraft.

Colonel Cato has served in numerous supervisory, leadership, and staff positions to include Commander, 37th Airlift Squadron, Ramstein Air Base, Germany, Director of Staff and Senior Executive Officer, 86th Airlift Wing, Ramstein Air Base, Germany, and Aide-de-Camp to the Commander, Air Mobility Command, Scott Air Force Base, Illinois. Colonel Cato has deployed in support of Operations IRAQI FREEDOM, ENDURING FREEDOM, UNIFIED RESPONSE, ODYSSEY DAWN, UNIFIED PROTECTOR, ATLANTIC RESOLVE, and NEW NORMAL.

## EDUCATION

2002 Bachelor of Science in Aeronautical/Industrial Tech, Tennessee State University, Nashville, TN

2007 Squadron Officer School, Maxwell AFB, AL

2008 Master of Science in Aerospace Science, Embry Riddle Aeronautical Univ, Daytona Beach, FL

2013 Air Command and Staff College, Maxwell AFB, AL, by correspondence

2016 Joint Mobility Fellowship, Scott AFB, IL

2020 Master of Science, National Security Strategy, National War College, Fort McNair, Washington D.C.

## ASSIGNMENTS

1. 2003-2003, Recruiting Officer, Detachment 790 Reserve Officers' Training Corps
2. 2003-2004, Student, Joint Specialized Undergraduate Pilot Training, Vance AFB, OK
3. 2004-2004, Student, Pilot Instructor Course, Randolph AFB, TX
4. 2004-2008, T-1A Instructor Pilot, Squadron Executive Officer, 32 FTS, Vance AFB, OK
5. 2008-2008, Student, KC-10 Aircraft Commander Course, 60 OSS, Travis AFB, CA
6. 2008-2009, KC-10 Aircraft Commander, Chief Scheduler, 6 ARS, Travis AFB, CA
7. 2009-2010, KC-10 FTU Instructor Pilot, Executive Officer, 60th Operations Group, Travis AFB, CA
8. 2010-2011, KC-10 Evaluator Pilot, Flight Commander, 6 ARS, Travis AFB, CA
9. 2011-2012, Student, C-130J Pilot Initial Qualification, 714 TRS/48 AS, Little Rock AFB, AR
10. 2012-2013, C-130J Pilot, Chief of Readiness, 37 AS, Ramstein AB, Germany
11. 2013-2014, C-130J Aircraft Commander, Asst. Operations Officer, 37 AS, Ramstein AB, Germany
12. 2014-2015, C-130J Instructor Pilot, Executive Officer, 86th Airlift Wing, Ramstein AB, Germany
13. 2015-2016, Joint Mobility Fellowship, Air Force Fellows, Scott AFB, IL
14. 2016-2017, Aide-de-Camp to the Commander, Air Mobility Command, Scott AFB, IL
15. 2017-2019, Commander, 37th Airlift Squadron, Ramstein Air Base, Germany
16. 2019-2020, Student, National War College, Ft. McNair, Washington D.C.
17. 2020-2023, U.S. Transportation Command Liaison to U.S. Indo-Pacific Command, Camp Smith, Hawaii
18. 2023-present, Vice Commander, 14th Flying Training Wing, Columbus AFB, MS

# *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.

# 24-02 GRADUATES



2<sup>nd</sup> Lt. Marcus D. Ackerman  
Anchorage, AK  
T-1A Jayhawk



2<sup>nd</sup> Lt. Phoebe J. Ahn  
Fairfax, VA  
T-1A Jayhawk



2<sup>nd</sup> Lt. Daniel P. Avtgis  
Millerica, MA  
T-1A Jayhawk





# 24-02 GRADUATES

Maj Rose M. Bridges  
Tuscon, AZ  
T-1A Jayhawk



2<sup>nd</sup> Lt. Edward G. Burns  
Detroit, MI  
T-1A Jayhawk



2<sup>nd</sup> Lt. AnnMarie K. Dunford  
Huntsville, AL  
T-1A Jayhawk



# 24-02 GRADUATES



2<sup>nd</sup> Lt. Jacob W. Foster  
Canyon Lake, TX  
T-38C Talon



1<sup>st</sup> Lt. Simukelo Gumede  
Ulundi, South Africa  
T-38C Talon



2<sup>nd</sup> Lt. Dustin B. Hover  
Meridian, MS  
T-38C Talon





# 24-02 GRADUATES

2<sup>nd</sup> Lt. Isabelle Klinghoffer  
Philadelphia, PA  
T-38C Talon



2<sup>nd</sup> Lt. Connor E. McManus  
Laurel, MD  
T-1A Jayhawk



2<sup>nd</sup> Lt. Rita C. Nelson  
Colorado Springs, CO  
T-38C Talon



# 24-02 GRADUATES



2<sup>nd</sup> Lt. Anne L. Northrup  
Prescott, AZ  
T-1A Jayhawk



2<sup>nd</sup> Lt. Julia L. Parsons  
Annapolis, MD  
C-130J Super Hercules



2<sup>nd</sup> Lt. Taylor A. Richards  
Halifax, MA  
T-1A Jayhawk



# 24-02 GRADUATES



2<sup>nd</sup> Lt. Marc K. Wong  
Singapore, Singapore  
T-38C Talon



2<sup>nd</sup> Lt. Justin B. Yates  
El Dorado, AR  
T-38C Talon



## 24-02 GRADUATES





# 24-02 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***

***24-02***

