

# 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**

**General Mike Minihan**

**Presentation of Awards**

**Official Stage Party**

**Presentation of Aeronautical Orders**

**Colonel Justin Grieve**

**Stage Party Recessional**

***CONGRATULATIONS  
CLASS***

***24-05***





## 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

# GENERAL MIKE MINIHAN



Gen. Mike Minihan is Commander, Air Mobility Command, Scott Air Force Base, Illinois. The command serves as U.S. Transportation Command’s air component, executing the air mobility mission in support of the joint force, allies and partners with a fleet of nearly 1,100 aircraft. The command encompasses Eighteenth Air Force, the U.S. Air Force Expeditionary Center, the 618th Air Operations Center, 17 wings and two groups, which provide rapid global mobility from more than 100 locations worldwide. Nearly 107,000 active-duty, Air National Guard, Air Force Reserve Airmen and civilians comprise the air mobility Total Force, providing command and control of inter-theater and intra-theater airlift, air refueling, aeromedical evacuation, global air mobility support, and presidential and senior leader air transport in support of national interests.

Gen. Minihan entered the Air Force in April 1990 after receiving his commission through the ROTC program at Auburn University. He completed undergraduate pilot training in 1991 and served as an aircraft commander, instructor pilot and evaluator pilot in the C-130 Hercules. He has commanded in garrison, crisis and combat, and at the squadron, wing and task force levels. He also held numerous joint, combined and Air Force staff assignments. Prior to his current position, Gen. Minihan served as Deputy Commander for U.S. Indo-Pacific Command.

Gen. Minihan is a command pilot with more than 3,400 flying hours and qualifications in C-130, KC-10, and C-32 aircraft.

### MAJOR AWARDS AND DECORATIONS

Numerous Joint and Air Force decorations including the Defense Distinguished Service Medal, three Legions of Merit, six Air Medals, and seven Aerial Achievement Medals. Joint and Air Force organizational awards recognizing team excellence include:

Joint Meritorious Unit Award  
Meritorious Unit Award  
Air Force Outstanding Unit Award  
Republic of Korea Cheonsu Medal  
Order of Saint Maurice

### ASSIGNMENTS

1. April 1990–April 1991, Student, Undergraduate Pilot Training, Columbus Air Force Base, Miss.
2. April 1991–September 1994, Aircraft Commander, 61st Airlift Squadron, Little Rock AFB, Ark.
3. September 1994–September 1997, Instructor Pilot, 52nd Airlift Squadron, Moody AFB, Ga.
4. September 1997–October 2000, Evaluator Pilot, 37th Airlift Squadron, Ramstein Air Base, Germany
5. October 2000–August 2002, Chief, Mobility and Bomber Assignments, Colonels Group, Headquarters Air Force, Washington, D.C.
6. August 2002–June 2003, Student, Air Command and Staff College, Maxwell AFB, Ala.
7. June 2003–July 2006, Operations Officer and Commander, the 40th Airlift Squadron, Dyess AFB, Texas
8. July 2006–July 2007, Student, the Army War College, Carlisle Barracks, Pa.
9. July 2007–July 2008, Transportation Command Liaison Officer to U.S. Forces Korea, United States Army Garrison Yongsan, South Korea
10. July 2008–July 2009, Executive Officer to the Deputy Commander, U.S. Forces Korea, USAG Yongsan, South Korea
11. July 2009–July 2010, Vice Commander, 60th Air Mobility Wing, Travis AFB, Calif.
12. July 2010–February 2012, Commander, 19th Airlift Wing, Little Rock AFB, Ark.
13. February 2012–September 2013, Commander, 89th Airlift Wing, Joint Base Andrews, Md.
14. September 2013–June 2015, Deputy Director for Air and Cyberspace Operations, Headquarters Pacific Air Forces, Hawaii
15. June 2015–June 2017, Deputy Director for Operations, U.S. Pacific Command, Camp H. M. Smith, Hawaii
16. June 2017–August 2018, Chief of Staff, United Nations Command and U.S. Forces Korea, USAG Yongsan, South Korea
17. August 2018–January 2019, Chief of Staff, U.S. Forces Korea and U.S. Member to the United Nations Command Military Armistice Commission, USAG Humphreys, South Korea
18. January 2019–September 2019, Chief of Staff, U.S. Indo-Pacific Command, Camp H. M. Smith, Hawaii
19. September 2019–August 2021, Deputy Commander, U.S. Indo-Pacific Command, Camp H. M. Smith, Hawaii
20. October 2021–present, Commander, Air Mobility Command, Scott AFB, Ill.

## ***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.

## **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.



## 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 II class. This graduate had the fewest number of mistakes made on check rides in all of Phase II.

## *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.

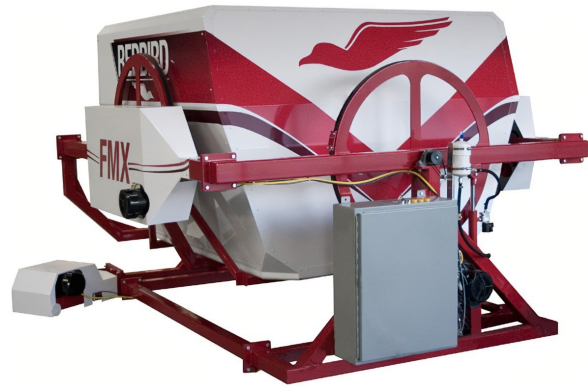
In 1969 Columbus Air Force Base was returned to Air Training Command (now known as Air Education and Training Command) and resumed the mission for which it was originally activated—training the best pilots in the world. Since 1972 the host organization has been the 14th Flying Training Wing.



## 24-05 GRADUATES



Capt Gregory W. Arnheim  
Apopka, FL  
T-38C Talon



2<sup>nd</sup> Lt Briana M. Barnett  
Knoxville, TN  
T-1 Simulator



2<sup>nd</sup> Lt Kelly C. Bator  
Meridian, MS  
T-1 Simulator



## 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 II track.

## 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.

## 24-05 GRADUATES

2<sup>nd</sup> Lt William J. Brett  
Elko, GA  
T-1 Simulator



Capt James M. Bruening  
Cleveland, OH  
T-38C Talon



2<sup>nd</sup> Lt Claire L. Cambo  
La Ciotat, Bouches-Du-Rhône  
T-1 Simulator





## 24-05 GRADUATES



2<sup>nd</sup> Lt Caleb A. Davis  
Kingsport, TN  
T-1 Simulator



2<sup>nd</sup> Lt Elijah W. Edwards  
Columbus, IN  
T-6 Texan II



1<sup>st</sup> Lt Vlad-Octavian Gabor  
Targoviste, Romania  
T-38C Talon



## 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.



## 24-05 GRADUATES



## 24-05 GRADUATES



2<sup>nd</sup> Lt Tyler J. Gantz  
Knob Noster, MO  
T-1 Simulator



1<sup>st</sup> Lt Jacob A. Hughes  
Pagosa Springs, CO  
T-38C Talon



1<sup>st</sup> Lt Matthew H. Jones  
Richmond Hill, GA  
T-38C Talon





## 24-05 GRADUATES

2<sup>nd</sup> Lt Dylan Z. Langan  
Hutchinson, MN  
T-38C Talon



2<sup>nd</sup> Lt Regan F. Lemaire  
Lafayette, LA  
T-1 Simulator



1<sup>st</sup> Lt Patrick W. Mahoney  
Geneva, NY  
T-1 Simulator



## 24-05 GRADUATES





## 24-05 GRADUATES



## 24-05 GRADUATES



1<sup>st</sup> Lt Alec D. McGahee  
Greenville, SC  
T-1 Simulator



2<sup>nd</sup> Lt Brock M. Miles  
Marrero, LA  
T-1 Simulator



2<sup>nd</sup> Lt Aaron Miranda  
Murrieta, CA  
T-1 Simulator





## 24-05 GRADUATES

2<sup>nd</sup> Lt Jeremy P. Moran  
Crittenden, KY  
T-6 Texan II



## 24-05 GRADUATES

1<sup>st</sup> Lt Hannah M. Sobczyk  
Universal City, TX  
T-1 Simulator



Capt David S. Newey  
Orangevale, CA  
T-1 Simulator



2<sup>nd</sup> Lt Jordan T. Stoiber  
Peoria, AZ  
T-1 Simulator



1<sup>st</sup> Lt Julio C. Rosales  
Littleton, CO  
T-1 Simulator



2<sup>nd</sup> Lt Payton D. Wilson  
Tampa, FL  
T-1 Simulator

