

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 Scott Ryder
Commander, 14th Mission Support Group

Colonel James Weinstein
Commander, 14th Medical Group



GRADUATION PROGRAM

Stage Party Processional

Invocation

Chaplain Joshua Stevens

Graduation Address

Colonel Derek C. Oakley

Presentation of Awards

Official Stage Party

Presentation of Aeronautical Orders

Colonel Justin Grieve

Stage Party Recessional

COLONEL DEREK C. OAKLEY



Col. Derek Oakley is commander of the 28th Bomb Wing, Ellsworth Air Force Base, South Dakota, the largest B-1 combat wing in the United States Air Force, with more than 12,000 active-duty military, civilian employees, and family members. He provides combat-ready aircraft, crews and associated combat support for global engagement taskings.

Col. Oakley received his commission from the United States Air Force Officer Training School in May 2000. He graduated from pilot training at Columbus AFB, Mississippi, and was operationally assigned to the B-1B.

He has served in a variety of flying squadrons as an instructor and evaluator pilot in the B-1B, T-6, and T-38. He commanded a T-6 squadron at Columbus AFB and served on the Joint Staff as the Director of the Joint Targeting School, Dam Neck Naval Air Station, Virginia.

He served as the director of the B-21 Integration and System Management Office where he liaised between Air Force Global Strike Command and the Department of the Air Force Rapid Capabilities Office, supporting development of the B-21 Raider, the Air Force's Top 3 priority acquisition program.

Prior to his current assignment, Col. Oakley commanded the 28th Operations Group at Ellsworth, the largest operational B-1B group in the U.S. Air Force with one operations support squadron, two bomb squadrons and management of the Powder River Training Complex.

Col. Oakley is a command pilot with over 3,400 flight hours in the B-1B, T-38, T-6, and T-37, including 991 combat hours in support of Operation Enduring Freedom.

EDUCATION

1996 Bachelor of Arts, Secondary Education, Judson College, Elgin, Ill.
2006 Squadron Officer School, Maxwell Air Force Base, Ala.
2007 Masters of Arts, Management, American Military University, Charles Town, W.Va.
2009 Air Command and Staff College, Maxwell AFB, Ala., by correspondence
2013 U.S. Army Command and General Staff College, Fort Leavenworth, Kan.
2014 Joint and Combined Warfighting School (JPME Phase II), Joint Forces Staff College, Norfolk, Va.
2019 Air War College, Maxwell AFB, Ala.

FLIGHT INFORMATION

Rating: command pilot
Flight Hours: more than 3,400 hours, including 991 combat hours
Aircraft Flown: B-1B, T-38, T-6, T-37

MMAJOR AWARDS AND DECORATIONS

Defense Meritorious Service Medal
Air Force Meritorious Service Medal with two oak leaf clusters
Air Medal with two oak leaf clusters
Aerial Achievement Medal
Air and Space Commendation Medal with oak leaf cluster
Air and Space Achievement Medal with three oak leaf clusters
Legion of Merit with oak leaf cluster

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.

24-10 GRADUATES



2nd Lt Rayan M. Albalawi
Tabuk, Saudi Arabia
T-38C Talon



2nd Lt Benjamin R. Althoff
Avon, Indiana
T-1 Simulator

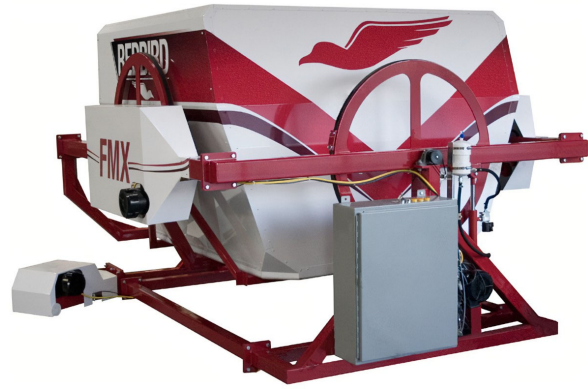


2nd Lt Mason L. Berger
Concord, North Carolina
T-1 Simulator



24-10 GRADUATES

2nd Lt Christopher Castillo
Miami, Florida
T-1 Simulator



24-10 GRADUATES

2nd Lt Mathis T. Dean
Raleigh, NC
T-1 Simulator



2nd Joseph L.J. Corbett
Niantic, Connecticut
T-1 Simulator



2nd Lt Windle D. Eddy
Sanger, TX
T-1 Simulator



2nd Lt Kevin M. Cully
Buffalo, New York
T-1 Simulator



2nd Lt Tyler A. Gasiorowski
Lakeville, MN
T-38C Talon



24-10 GRADUATES

2nd Lt Michael P. Grass
Sarasota, FL
T-1 Simulator



24-10 GRADUATES

Capt Pedro Peña
Anchorage, AK
T-1 Simulator



2nd Lt Sean D. Jahnigie
Annapolis, MD
T-1 Simulator



2nd Lt Matthew J. Redbord
Ocean Township, NJ
T-38C Talon



2nd Lt Shannon H. O'Brien
Owings, MD
T-1 Simulator



2nd Lt Lucas E. Rhodes
Winona Lake, IN
T-1 Simulator



24-10 GRADUATES

2nd Lt Dylan M. Shope
Fairborn, OH
T-1 Simulator



24-10 GRADUATES

2nd Lt Ryotaro Tamura
Gunma, Japan
T-38C Talon



2nd Lt Sean A. Smith
Fresno, CA
T-38C Talon



1st Lt Navindren Tanapalan
Singapore
T-38C Talon



2nd Lt Joseph R.M. Spears
Midlothian, VI
T-1 Simulator



Capt Casey C. Williamson
Huntington, WV
T-1 Simulator



24-10 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 II 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 II class. This graduate had the fewest number of mistakes made on check rides in all of Phase II.

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***

24-10

