

# 14TH FLYING TRAINING WING



Colonel James Blech  
Commander, 14th Flying Training Wing

Colonel Jonathan Cato  
Deputy Commander, 14th Flying Training Wing

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

Colonel Nicholas Lofthouse  
Commander, 14th Operations Group

Colonel Scott Ryder  
Commander, 14th Mission Support Group

Colonel Francisco Catalá  
Commander, 14th Medical Group



# ***GRADUATION PROGRAM***

**Stage Party Processional**

**Invocation**

**Chaplain Armondo Jackson**

**Graduation Address**

**Colonel Kevin Lee**

**Presentation of Awards**

**Official Stage Party**

**Presentation of Aeronautical Orders**

**Colonel James Blech**

# ***COLONEL KEVIN R. “BUDDY” LEE***



Col. Kevin R. Lee is the Commander, Air War College, Maxwell Air Force Base, Ala. The Air War College is the Air Force's senior professional military education institution, providing post-graduate senior leader development programs focused on joint, multinational, multi-agency warfighting and international security operations, air, space and cyberspace force strategy development and national security planning.

Col. Lee graduated from the United States Air Force Academy in 2000 and attended pilot training at Whiting Field, Fla., and Naval Air Station Corpus Christi, Texas. His first assignment was to Moody AFB, Ga. Flying the HC-130P “King,” he upgraded to instructor pilot and served in many positions including group executive officer. His next assignment was to Cannon AFB, N.M., where he flew the MC-130W “Combat Spear” and the MC-130W “Dragon Spear.” From 2012 to 2014, he served on staff at Headquarters, United States Air Forces in Europe, Ramstein Air Base, Germany. Following this assignment, he went to Kirtland AFB, N.M., and commanded the 58th Training Squadron. From July 2018 to June 2021, he was the branch chief for Future Operations-West Africa, USAFRICOM, Stuttgart, Germany. He has also served as Commander, 409th Air Expeditionary Group, Air Base 201, Agadez, Niger.

A command pilot with over 3,200 hours in the T-34, T-44, C-130E/H, HC-130P/N/J and MC-130P/W/J, Col. Lee has had numerous deployments to Uzbekistan, Djibouti, Ecuador, Afghanistan, Qatar, Iraq, Turkey and Niger in support of Operations ENDURING FREEDOM, IRAQI FREEDOM, INVERTED LIGHT, GALATIC HORIZON, NOMAD SHADOW, JUNIPER SHIELD, JUNIPER MICRON, ATLANTIC RESOLVE and U.S. Southern Command counter-drug operations.

Prior to his current assignment, he served as Commandant, Squadron Officer School, Maxwell Air Force Base, Ala.

## **FLIGHT INFORMATION**

Rating: command pilot

Flight hours: more than 3,200

Aircraft Flown: T-34C, T-44, C-130E, HC-130P/N/J and MC-130P/W/J

## **MAJOR AWARDS AND DECORATIONS**

Legion of Merit

Defense Meritorious Service Medal

Meritorious Service Medal with three oak leaf clusters

Air Medal with three oak leaf clusters

Air Achievement Medal

Joint Service Commendation Medal

Joint Service Achievement Medal

Army Achievement Medal

France Médaille de la Défense Nationale - Armée de l'air (National Defense Medal – Air Force)

# *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.

# 24-13 GRADUATES



# 24-13 GRADUATES



2d Lt Nahyan T. Alarfaj  
Riyadh, Saudi Arabia  
T-38C Talon



2d Lt Sultan M. Alsuwayt  
Hefer Al-Batin, Saudi Arabia  
T-38C Talon



2d Lt Andrew P. Bird  
Hanover Park, Illinois  
T-1 Simulator



# 24-13 GRADUATES

1st Lt James E. Chase  
Tucson, Arizona  
T-38C Talon



1st Lt Christopher J. Dornak  
Las Vegas, Nevada  
T-1 Simulator



2d Lt Tyler A. Duben  
Orange Beach, Alabama  
T-1 Simulator





# 24-13 GRADUATES



2d Lt Jonathon C. Enos  
Mickleton, New Jersey  
T-38C Talon



2d Lt Henry S. Erwin  
West Palm Beach, Florida  
T-1 Simulator



1st Lt Christopher E. Floyd  
Roselle, Illinois  
T-1 Simulator



# 24-13 GRADUATES

1st Lt Georgia M. Ganster  
Prattville, Alabama  
T-1 Simulator



1st Lt Justin B. Hellman  
Swathmore, Pennsylvania  
T-1 Simulator



1st Lt Samantha R. Kazlauskas  
Monument, Colorado  
T-1 Simulator



# 24-13 GRADUATES



2d Lt Kristy D. Kelley  
Chesapeake, Virginia  
T-1 Simulator



1st Lt Dalton T. King  
Mount Juliet, Tennessee  
T-1 Simulator



1st Lt Alyssa J. Naused  
Old Bridge, New Jersey  
T-1 Simulator



# 24-13 GRADUATES

1st Lt Michael J. Scilken  
Memphis, Tennessee  
T-1 Simulator



1st Lt Vladimir K. Taskov  
Petrich, Bulgaria



# 24-13 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 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***

***24-13***

