



14th Flying Training Wing

Columbus AFB, MS



The Pilot Training Guide for Students and Companions

CAO March 2025



Welcome to Columbus AFB, MS!

Welcome to Pilot Training at Columbus AFB (CAFB) and to Team BLAZE!

<u>Table of Contents</u>	<u>Page</u>
1. New to CAFB and the STUS!	
a. Connecting	3
b. Important Phone Numbers	4
c. Spouse Welcome Letter	5
d. Spouse Mentorship Team	6
e. Base Agencies Quick Reference Guide	8
f. Employment	
g. Education	9
2. Pilot Training 101	
a. Pilot Training Phases	10
b. Assignment Night	15
c. Graduation	16
d. Post-Advanced Phase Training	17
e. Surviving Pilot Training: A How-To Guide	18
f. Pilot Training FAQ	20
g. Spouses FAQ	24
h. Aviation Terms	26
3. Air Force 101	
a. Acronyms & Phonetic Alphabet	30
b. Rank Structure	33
c. Organizational Structure	33
d. Reveille, Retreat, Taps, and the Air Force Song	35

CONNECTING

Base Orientation Programs

Wing Newcomers Orientation: Wing Newcomers Orientation is required for the active-duty members to attend – spouses are encouraged to join. This orientation provides information about the base’s mission and the support agencies. This is held at the Columbus Club/Event Center. For more information, call (662) 434-2790.

Heart Link/New Spouse Orientation: This orientation program is designed for spouses new to the military or to AFB. It’s a great opportunity to learn about the Air Force mission, customs, traditions, protocols, programs, and services. Includes a base tour and lunch. To register and for more information, call (662) 434-2790.

Base App

REQUIRED: Download the Columbus AFB/14 FTW app on your mobile device for base notifications.

Websites

Columbus.af.mil – the 14 FTW official website. It has leadership biographies, fact sheets, and more.

ColumbusAFBLiving.com – includes information on base resources and calendar of events. “Like” the Columbus AFB Living Facebook page.

Columbus Spouses Club Facebook Group – the Columbus Spouses’ Group’s website. The Columbus Spouses’ Group is a non-profit organization that consist of active duty, retired, reserve and civilian employee spouses that focuses on outreach at Columbus Air Force Base and the local community. To volunteer or join, please contact the organization at CSCCAFB@gmail.com.

<u>Base Organizations</u>		<u>Spouses</u>
Columbus Air Force Base		14th Stus Spouses at Columbus
Columbus AFB Living		Columbus Spouses’ Club
Columbus Family Housing		<u>Children & Pets</u>
Columbus Air Force Base Chapel		CAFB Sitter Page
Airman & Family Readiness (Columbus AFB)		CAFB Mom’s Group
CAFB FSS Rocks		CAFB Puppy Playtime
CDC Parents- CAFB		<u>Buy & Sell</u>
Columbus AFB Youth Center		Team Blaze Virtual Swap
Columbus AFB Fun & Recreation		Kids Blaze Swap Meet
AFMS - Columbus - 14th Medical Group		CAFB Homemade/Home Business
Columbus AFB Fitness Center		CAFB Thrift Store
Columbus Air Force Base Library		Columbus AFB Aiman's Attic
Columbus AFB Bowling Center		Columbus AFB ONLY, Mississippi, Yard Sale
Columbus AFB Living/Whispering Pines Golf Course		
Columbus AFB Emergency Management		
Columbus AFB Fire Department		
Columbus AFB...Magnolia Inn!		

Important Phone Numbers

Be familiar with the below numbers and add the asterisk (*) numbers to your contacts.

DSN: 742-XXXX

Commercial: 662-434-XXXX

Points of Contact

*Transition Office	7618
*Transition Flight Leadership	2801
*First Sergeant	3196/7454/662-435-1714

Base Services

*Finance Helpdesk	2705
*Military Personnel Flight (MPF) Helpdesk	2626
*Security Forces Desk	7129

Military & Family Readiness Center	2790
*Base Chapel	2500
*Base Housing Office	2840
Base Operator (automated)	1110
*Billeting (Magnolia Inn)	2548
Child Development Center	2479
Columbus Club	2489
Information, Tickets, and Travel (ITT)	7681
Inspector General (IG)	3056
Legal	7030
Military Family Life Counselor (MFLC)	662-435-1110
Outdoor Recreation	2505
*UOQ	7278

*Sexual Assault Response Coordinator (SARC)	1228 / hotline 662-364-0822
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Medical

*Appointment Line	2273
Dental	2250
Mental Health	2239
Optometry	2331
Outpatient Records	3307
Pharmacy	2168
Physical Therapy	2120
TRICARE/Referrals	2102/2161
TRICARE Service Center	800-444-5445

Spouse Welcome Letter

About the Student Squadron (STUS) Spouses Group

The mission of the Student Squadron (or STUS) is to produce pilots. The mission of the STUS Spouses Group is to help spouses and significant others find support by connecting with each other and with services available.

The STUS Spouses Group offers socials/get-togethers for all student spouses and significant others. Our goal is to create community among them and provide opportunities to connect with other spouses/significant others in their respective classes. Our monthly STUS Spouse socials include Lunch Bunch, Play Group for kids and parents, evening get-togethers, and informational events like our Spouse Rally days and Welcome Get-Togethers. For students and their spouses, we also have quarterly squadron socials including our end of the summer Pool Party, Fall Social at the Pumpkin Patch, and Holiday Party. The Air Force Ball in September is an event you may also want to attend.

Connecting with the STUS Spouses Group

Please join our private Facebook Page (14th STUS Spouses at Columbus) to get connected with information and events. We also post information about job opportunities, base activities, community events, workshops provided by base support agencies, and more! If you are an inbound or newly arrived spouse/significant other, please fill out the 14 STUS Spouses Group form and send that along with any questions you may have to 14thSTUSSpouses@gmail.com.

Helpful Information

Students are expected to be accountable; they are held to a higher standard. Cheating is not allowed. Drinking and driving is not allowed. Physical fitness is a requirement. They are required to be professional in their relationships (no sexual assault or anything like it). They must keep the law.

If you are having a problem in your marriage, a death in the family, major health issues etc., it is important to let someone know (including your spouse's flight commander). They can give the student time, if necessary, to work through these issues. Be up front if you are having problems. If you are struggling with debt, the Military & Family Readiness Center (M&FRC) has a get-out-of-debt program. If the student drops out of pilot training, readmission is not allowed, but many times this can be avoided.

There are great on-base support services available to you as a dependent: the Legal Office (wills, medical directives, and power of attorney documents are done for free), a tax office with free tax preparation assistance, library, bowling alley, gym, and outdoor recreation with rentals (tents, bikes, boats, etc.).

When severe stress becomes a problem, spouses and students can talk to chaplains (100% confidentiality and the topics don't need to be of a religious nature) or receive counseling through the Medical Group or the M&FRC's Military & Family Life Consultant (MFLC). Violence against spouses is never okay.

Speeding and texting are not allowed while driving on base. At 5 pm, the National Anthem will play on the Big Voice system. If driving, come to a controlled stop. If outside, stop, stand, face the flag (or music), and place your hand over your heart.

As a spouse, you are key to the success of your military member. You are appreciated and understood. There is a lot of opportunity for growth in your time here. Enjoy it!

Spouse Mentorship Team

The Spouse Mentorship Team consists of a Command Spouse, Key Support Liaisons, and Mentor Assistants.

Mentorship

Each class or group of student spouses who will be going through pilot training together will be assigned a Key Support Liaison. These mentors are experienced Air Force pilot spouses who have attended the Key Support Liaison training provided by the M&FRC. A mentor will be assigned to you at the beginning of pilot training and will guide you through your time at Columbus AFB. There will be regular phone calls, messages, or get-togethers. The goal is to provide you with the support and guidance you need to help you transition into the Air Force and the pilot spouse lifestyle. Moreover, they will help you get connected with other student pilot spouses so you can begin networking and creating lasting friendships.

We also have mentor assistants who are First Assignment Instructor Pilot (FAIP) spouses. Unlike the Key Support Liaisons who have operational experience (experience outside of the pilot training environment), FAIP spouses are those whose spouses just recently graduated pilot training themselves and, as the name suggests, this is their first assignment in the Air Force. FAIP spouses are valuable members to the team because they provide the unique perspective of having recently gone through what you will soon go through.

Inbound Spouse or Newly Arrived to Columbus AFB?

If you are relocating to Columbus AFB for pilot training or have recently arrived, ensure that your student half fills out the 14 STUS Spouses Group form during in-processing. This allows us to contact you or, at the very least, have your name and contact information in our master roster for emergency purposes. The members who handle Personally Identifiable Information (PII) have been trained to manage and protect contact information. Your information will not be used for advertising purposes. Moreover, if you wish to volunteer in the STUS Spouses Group, you can let us know which committee(s) you would be interested in.

BASE AGENCIES QUICK REFERENCE GUIDE

This listing of base agencies and personnel provides a starting point for finding support and services available to you. It is not a comprehensive list, nor does it explain all the services each agency offers. Please refer to the agencies' official website, ColumbusAFBLiving.com, or the base app for more detailed information.

- Military & Family Readiness Center (MFRC)
 - Air Force Aid Society
 - Casualty/BSP
 - Employment/Career Focus Program
 - Exceptional Family Member Program (EFMP)
 - Family Advocacy (FAP)
 - Parenting classes, coffees for coping skills, and bundles for babies
 - Family Life Education
 - Family/Personal Readiness
 - Key Spouse Program
 - Military Family Life Consultant (MFLC)
 - Non-medical confidential counseling
 - Available in Caledonia Schools, Youth Center/CDC, and an adult MFLC at the MFRC
 - Personal Financial Management
 - Relocation Assistance
 - School Liaison Officer
 - Transition Assistance
 - Volunteer Program
 - Programs offered:
 - Pre-separation Counseling
 - Pre- & Post-Deployment Brief
 - Survivor Benefit Plan
 - Career Technical Training
 - Federal USAJobs Workshop
 - Entrepreneurship Track Transition Workshop
 - Heart Link
 - Hearts Apart
 - Transition Assistance Program
 - Capstone
- Airman's Attic
 - Free clothes/household essentials for junior enlisted members
 - Volunteer on Saturdays
 - Donations accepted anytime at the loading dock
- Arts & Crafts Center – engraving, framing, graphics, woodwork
- Base Exchange (BX) – military clothing store, barber shop, food
- BLAZE Commons
 - Coffee House on 5th
 - Library – books, e-readers, audio books, DVDs, book club
- Chapel
 - Religious Services
 - Privileged Communication (100% confidentiality)
 - Faith & Youth Groups
- Child Development Center (6 wks – 5 yrs) – Full time & drop-in availability on space available basis

- Commissary (includes deli and & sushi counters)
- Education Center
 - GI Bill & Tuition Assistance
 - Testing
 - Local Colleges
- Finance – Military Pay & Reimbursements & Leave and Earning Statements
- Information, Tickets, and Travel (ITT) – Closed UFN
 - Through Keesler AFB (228) 377-3818
 - Tickets, travel, vacation packages, and discounts
- Legal
 - Notary & Power of Attorney (POA) Services
 - Will and Advance Medical Directive
 - Tax Preparation (February to mid-April)
 - Military Claims (Relocation/Household Claims)
- Medical Clinic
 - Alcohol and Drug Abuse Prevention and Treatment (ADAPT)
 - Dental
 - Exceptional Family Member Program (EFMP)
 - Family Advocacy
 - Family Health
 - Immunizations
 - Laboratory
 - Mental Health
 - Optometry Clinic
 - Outpatient Records
 - Pharmacy Services
 - Physical Therapy
 - Public Health
 - Radiology
 - TRICARE
- Military Personnel Flight (MPF)
 - Common Access Card (CAC) / Dependent ID / DEERS Enrollment
 - PCS Orders
 - Government Passports & Visas
 - Awards & Decorations
- Outdoor Recreation
 - Camping & backpacking
 - Canoeing & boating
 - Hunting & fishing
 - Home lawn & garden
 - Bus/Shuttle rental
- Thrift Store / Consignment
 - Non-profit organization operated by the Columbus Spouses 'Club
 - Proceeds fund military dependent scholarships, base and local community outreach
- Visitor Center – Long and short-term base visitor passes
- Youth Center (ages 5 and up) – range of activities, programs, instructional classes, field trips

EDUCATION

If you or your spouse is enrolled in a public institution of higher learning for undergraduate, graduate, or professional education, the following information may help for tuition and benefits awareness.

If you or your spouse have any issues with retaining in-state tuition rates, contact base legal ASAP.

In-State Tuition Federal/State Protections:

- **Chapter 33 Post 9/11 GI Bill**

If you or your spouse/dependent is on your Chapter 33 Post 9/11 GI Bill, barring transfer and service duration restrictions, you or your spouse/dependent may be entitled to an in-state tuition rate with certain restrictions under the Veterans' Choice Act. Consult with the Base Education Center and the VA for further guidance/instruction.

- **Chapter 35 Survivors' and Dependents' Educational Assistance (DEA)**

This benefit is available to those who have retired from the service and have a subsequent qualifying VA rating of disability; however, many current military spouses may have parents who may qualify them for this benefit. Consult with the Base Education Center and the VA for further guidance/instruction.

- **20 U.S. Code § 1015d - In-State Tuition Rates for Members of Qualifying Federal Service**

Under this Federal code, your spouse may be entitled to an in-state tuition rate at Mississippi public institutions of higher learning. Consult with base legal for further guidance/instruction.

- **MS Code § 37-103-19 - Residence status of spouse or child of military personnel assigned to active duty**

Under this State code, your spouse may be entitled to an in-state tuition rates at Mississippi public institutions of higher learning. Consult with base legal for further guidance/instruction.

Base Organizations/Resources:

- **Base Education:** Building 916 81 Ward Street
662-434-2562 or 662-434-2561
edcenter@us.af.mil
- **Base Legal:** 555 Seventh Street, Building 724, Suite 231
662-434-7030
14ftw.ja@us.af.mil

**Base legal is unable to represent military members/spouses in civil court but may provide legal advice and assistance to help navigate any issues encountered.*

PILOT TRAINING PHASES

Overview:

Columbus Air Force Base (AFB) is home to three active airplanes.



Photo By: Master Sgt. David Richards

T-6A Texan II

Single-engine, two-seat primary trainer designed to training Joint Primary Pilot Training.



Photo By: Airman 1st Class Daniel Lile

T-38 Talon

Twin-engine, high-altitude, supersonic jet trainer used in a variety of roles.



Photo By: Senior Airman Stephanie Englar

T-1A Jayhawk

Medium-range, twin-engine jet trainer used in the primary phase of the Accelerate Path to Wings (XPW) program.

IPT to UPT Training Route

The pilot training syllabus at CAFB has updated to a blend of training between Initial Pilot Training (IPT) and Undergraduate Pilot Training (UPT). With this change, the IPT phase will culminate in students receiving the following Federal Aviation Administration (FAA) certifications: Private Pilot License (PPL), Instrument, and Multi-Engine.

As a result, the T-6 portion of UPT will be streamlined. Expect your student to have extended time away from station while they complete IPT/UPT.

If your student tracks to T-38, they will continue their training at Columbus AFB in the form of Fighter-Bomber Fundamentals (FBF); if not, they will transition directly to their Formal Training Unit (FTU) for their Major Weapons Systems (MWS).

Estimated Timeline:

Transition	1 month	Awaiting Pilot Training Officer (APTO) duties and self-study
IPT Phase	5 months	FAA certification training (PPL, instrument, multi-engine)
UPT Academics	2 months	T-6 Academics and Simulators
UPT Flightline	3-4 months	T-6 Flightline

Track Selection and Graduation

FBF Pre-Track	4-5 months	T-38 Fundamentals
FBF Employment	4-5 months	T-38 Tactics

Transition:

Before starting training, students are assigned to the Transition Flight as they await their class start date (CSD).

- All students arriving at CAFB will proceed directly to the Transition Office to start initial in-processing.
- All students will be assigned to the Transition Office as an APTO to continue professional development.

If you are 45+ days from Initial Pilot Training (IPT), leave approval authority will be the Transition Flight Commander. If you are within 45 days of IPT, leave approval authority will be the IPT Class Flight Commander. If you are within 20 days of IPT, leave will not be approved.

IPT Phase:

- All students will attend IPT regardless of if they have their PPL or not. This training is considered TDY.
- Training is 139 days and students will log approximately 110 flying hours.
- IPT utilizes Federal Aviation Administration (FAA) Part 141 certified courses to provide the students with basic airmanship: PPL, instrument, and multi-engine ratings.

Atlanta, GA
Denton, TX
Pensacola, FL
Mesa, AZ
Phoenix, AZ
Prescott, AZ

UPT Academics:

- Aerospace Physiology, Altitude Chamber, Aviation Weather
- Ejection Seat and Egress Training, Parachute Landing Falls
- Aircraft Systems, Aerodynamics, Flying Fundamentals,
- Instruments, Navigation, and Mission Planning
- Simulators

UPT Flightline: Primary Aircraft Training (T-6 & Track Selection)

- Approximately 60 hours of T-6 flight training instruction
- Training Phases: Transition/Pre-Contact, Navigation, Formation (2-ship), Mission
- All students graduate with Wings

Track Selection

Track selection narrows down the type of aircraft you are assigned to after training. Selection is based on merit and instructor recommendation: check ride scores, daily ride scores, academics, and Commander's Ranking.

Your track selection options are based on your **MASS** Score (described below) and determined class-by-class with consideration to USAF needs and Wing Commander Approval.

Merit Assignment Selection System (MASS)

- At completion of the T-6 UPT phase, students are ranked using check ride scores, daily ride scores, academics, and flight commander's assessment of military qualities.
- **IPT performance is not graded towards MASS score calculations.**

- Compete for aircraft compatible with their specialized tracks – fighter/bomber or airlift/tanker
- Numbers for each MWS aircraft and locations are determined by USAF needs and Wing Commander approval. Graduates progress to a Formal Training Unit for specific MWS training.
- MWS assignments are announced during **Drop Night**.

Post T-6 UPT Training:

Airlift / Tanker / AFSOC / Reconnaissance Track:

- Students will proceed direct-to-FTU to the following airframes with the respective anticipated training timelines:

C-17	4 months	Altus AFB, OK
KC-135	5 months	Altus AFB, OK
KC-46	5 months	Altus AFB, OK
RC-135	5 months	Offutt AFB, NE
C-130H/J	6 months	Little Rock AFB, AR
HC/AC/MC/EC-130	6 months	Kirtland AFB, NM
C-5	4 months	JBSA-Lackland, TX
E-3	5 months	Tinker AFB, OK
C-21	36 days	Scott AFB, IL
C-146	6 months	Duke Field, FL
U-28	6 months	Hurlburt Field, FL
T-6 FAIP	6 months	Randolph AFB, TX

FBF Track:

- Approximately 120 hours of T-38 flight training instruction.
- Focus: Visual Flying, Instruments, Formation (2/4 ship), Navigation, Low-level, Employment
- Students will further track to either Fighter or Bomber before the final **Employment** phase of FBF.

A-10	6 months	Davis-Monthan AFB, AZ
B-1	6 months	Dyess AFB, TX
B-2	4 months	Whiteman AFB, MO
B-52	12 months	Barksdale AFB, LA
F-15	6 months	Seymour-Johnson AFB, NC
F-16	7 months	Luke AFB, AZ
F-22	8 months	Tyndall AFB, FL
F-35	7 months	Luke AFB, AZ
T-38 FAIP	6 months	Randolph AFB, TX

Accelerated Path to Wings (XPW) Training Route

This pilot training syllabus is known as “XPW.” This course is part of Air Education and Training Command’s (AETC) pilot training efforts that utilizes only one aircraft, the T-1. Traditionally, student pilots would participate in UPT, a three-phases program where students train on the T-6 after initial academics then transition into T-1 simulators. Instead, the XPW program takes students directly from initial academics straight to the T-1 aircraft, bypassing the T-6. XPW enables student pilots to train in operational cockpits at a faster pace. After earning their Wings, pilots will follow on direct to advanced training with the location dependent on the aircraft assigned.

Estimated Timeline:

IFT	2 months	Basic Airmanship
XPW Academics	2 months	T-1 Academics
XPW Simulators	1 month	T-1 Simulators

Initial Flight Training (IFT):

- If a student pilot does not have a PPL, they will attend IFT in Pueblo, Colorado prior to starting XPW. This is a TDY. The IFT program provides student pilots with introductory flight training.
- If a student pilot has a PPL or higher they are exempt/ineligible for IFT. If a student pilot has not flown in a long time and desires to go to IFT, they can submit a request with the Transition Flight Commander during in-processing.
- Some prior flying experience is desired to enter the XPW program.

XPW Academics:

- Aerospace Physiology, Altitude Chamber, Aviation Weather
- Aircraft Systems, Aerodynamics, Flying Fundamentals,
- Instruments, Navigation, and Mission Planning

XPW T-1 Simulator Training:

- Approximately 73 hours of T-1 flight training instruction
- All students graduate with Wings

Track Selection

XPW is part of the specialized undergraduate pilot training (SUPT) for students selected to fly airlift or tanker aircraft. As such, XPW student pilots already know their track selection (air mobility). Instead of traditional track selection, XPW student pilots will attend graduation and have Drop Night.

Post XPW Training:

Airlift / Tanker / AFSOC / Reconnaissance:

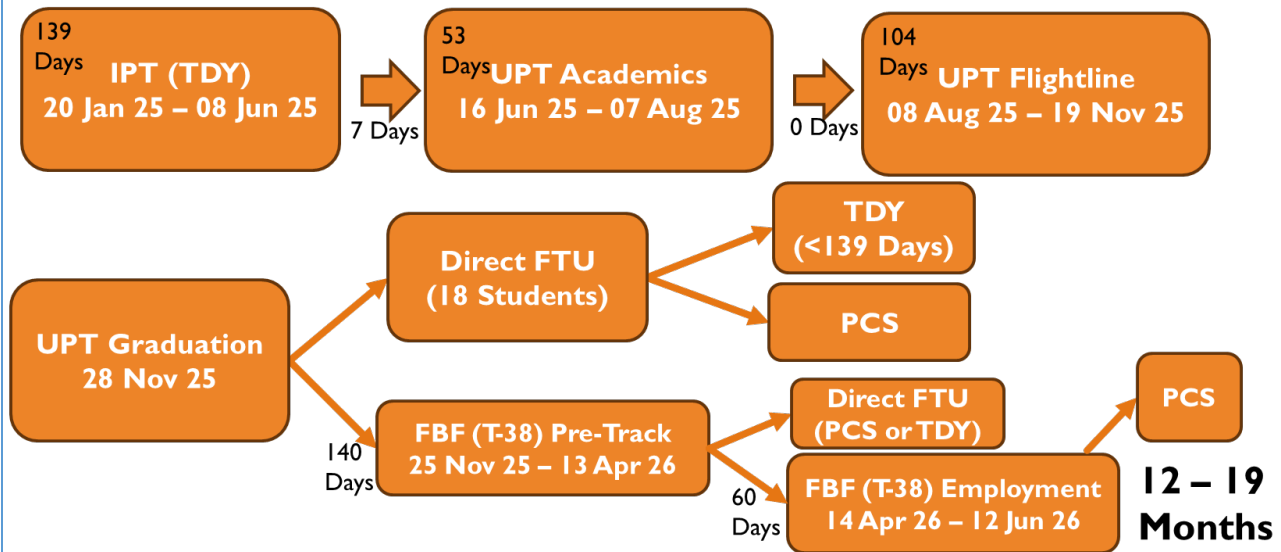
- Students will proceed direct-to-FTU to the following airframes with the respective anticipated training timelines:

C-17	4 months	Altus AFB, OK
KC-135	5 months	Altus AFB, OK
KC-46	5 months	Altus AFB, OK
RC-135	5 months	Offutt AFB, NE
C-130H/J	6 months	Little Rock AFB, AR
HC/AC/MC/EC-130	6 months	Kirtland AFB, NM
C-5	4 months	JBSA-Lackland, TX
E-3	5 months	Tinker AFB, OK
C-21	36 days	Scott AFB, IL
C-146	6 months	Duke Field, FL
U-28	6 months	Hurlburt Field, FL
T-6 FAIP	6 months	Randolph AFB, TX

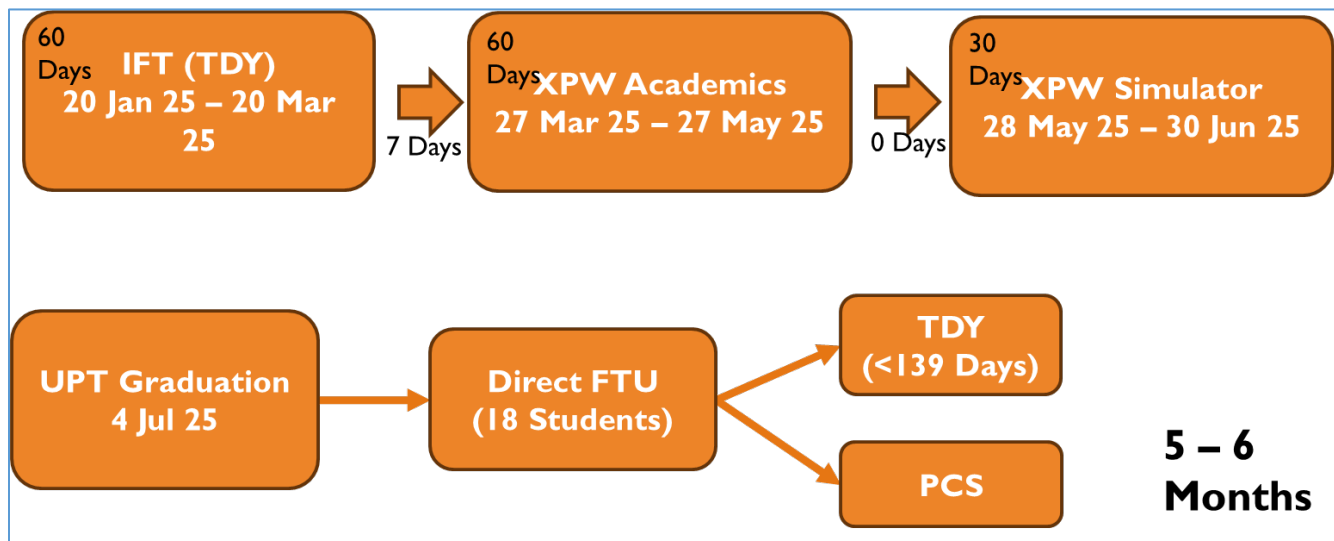
IPT to UPT Training Timeline

Example Class: 26-03 (27 students)

*Assume students arrive at CAFB ~ 1 month before IPT



Accelerated Path to Wings (XPW) Training Timeline



DROP NIGHT

Drop Night is the event where students get their next assignment – an airframe and base. It usually takes place two or three weeks before graduation at the Columbus Club. Everyone from the base is invited – family and friends are welcome as well! (Visit the Visitor Center to for base passes.)

Preparations

Students are to provide food, beverages, and decorations. Students will be provided information for this process and be in charge of the preparations. A student-prepared class video is also highly encouraged.

SN: Spouses can help decorate for the occasion. Additionally, they may create matching t-shirts or dress in theme with the class patch for Assignment Night – however, this is optional.

What to expect

Students are currently allowed to celebrate at the squadron before assignment night. They are chaperoned to the Club and usually hang out backstage until the festivities begin. After the class video, they enter and line up to the right of the stage. A student-chosen instructor will read a roast for each student and clue in the assignment.

SN: Do not expect to see much of your spouse before Assignment Night starts. When arriving to the event, spouses can sit in the front row on the *right*. The front *left* is reserved for Wing leadership.

Students and spouses are welcome to celebrate afterward at the Columbus Club. An instructor will be assigned to ensure no one gets into trouble. Transportation can be rented to shuttle students/spouses to another location to celebrate. Visit ITT (located in the BLAZE Commons) to reserve a bus or van.

Aircraft Assignments

The following is list of airframes that may be available for students to rack-and-stack – availability for each class varies on the needs of the Air Force at any given time. Refer to the *Columbus Air Force Base UPT Assignment Guide* in the Appendix for detailed information regarding decision-making based on aircraft, mission, and location; questions for students, spouses, and instructors; family planning considerations; an aircraft and base matrix; etc. Conduct your research diligently and ask IPs if you have questions.

Tanker/Airlift Track

C-5M Galaxy
C-17A Globemaster III
C-130J Aircraft Family
KC-10A Extender
KC-46A Pegasus
KC-135 Stratotanker
E-3 Sentry
E-8C JSTARS
C-12 Huron
C-146A Wolfhound
U-28A Draco
RC-135 Rivet Joint
T-6 FAIP

Aircraft Designations

A – Attack / Ground Attack
B – Bomber
C – Transport/Cargo
E – Electronic Warfare
F – Fighter
K – Tanker
M – Multi-Mission
P – Maritime Patrol
R – Reconnaissance
T – Trainer
U – Utility

Fighter/Bomber Track

A-10C Thunderbolt II
B-1B Lancer
B-2A Spirit
B-52H Stratofortress
F-15C/D Eagle
F-15E Strike Eagle
F-16 Fighting Falcon
F-22 Raptor
F-35 Lightning II
U-2 Dragon Lady
T-6 FAIP
T-38 FAIP

GRADUATION

SEQUENCE OF EVENTS

All events and times may vary – make sure to check your schedule!

Graduation Ceremony

Attire: Student Pilots – Service Dress; Families & Guests – Business casual or Sunday best

Location: Kaye Auditorium

What: Students will graduate and receive their wings. No delays – be on time!

Red Carpet

Attire: Graduates – May change into FDU; Families & Guests – May change into casual clothing

Location: Respective Squadrons & the Operations Group building

What: Student-guided tours of the Squadrons & simulators. This is often followed by down time.

SN: If helping set up at the Columbus Club for the graduation dinner, make sure to communicate this with your spouse. An early simulator slot will be needed to participate with enough time to set up.

Graduation Dinner

Attire: Graduates – Mess Dress; Families & Guests – Formal attire

Location: The Columbus Club

What: Dinner with a guest speaker and awards. Usually preceded by a cocktail hour.

Diet restrictions: The Columbus Club can accommodate dietary restrictions. Let them know ahead of time.

Flowers: Rose Ceremony roses should be picked up on Thursday to avoid running downtown on Friday. You are NOT obligated to do flowers – however, you may get a good deal on mail order through large retail warehouse clubs.

Note: The Columbus Club staff will start cleanup by 9 pm! Contact the Graduation Flight if you have any questions, concerns, issues, or complaints.

SN: Spouses are NOT obligated to work this! It is a volunteer job, so don't feel pressured into doing this unless you want to. However, the more the spouses are involved, the better the event turns out.

Guest List

The final guest list and complete pre-payment is due in advance. No refunds – if someone can't make it, invite someone else or take the meal home. The tables are 8-person rounds. Invite as many people as you want!

Guests who need a base pass will go to the Visitor Center. Everyone will need to provide full name, birthdate, unexpired driver's license number and issuing state. Drivers will need car registration and proof of insurance.

POST-ADVANCED PHASE TRAINING

Pilot Instructor Training (PIT)

Instructor training is the responsibility of the 559th Flying Training Squadron (T-6 Texan IIs), and the 560th Flying Training Squadron (T-38C Talons). The instructor syllabus mirrors the student program – with emphasis on effective instruction and timely intervention in compromised safety-of-flight situations. PIT is about 6 months and around 70-100 flying hours.

Survival, Evasion, Resistance and Escape (SERE) & Water Survival

The U.S. Air Force SERE school is located at Fairchild AFB, WA. The partially-classified curriculum covers survival & evasion, resistance & escape, and water survival. The majority of trainees at SERE are aircrew – pilots, navigators, flight engineers, loadmasters, boom operators, gunners, and other crewed positions – and intelligence officers and life support technicians. SERE training is intended to provide the skills necessary to uphold the Code of Conduct when in uncertain or hostile environments and to come home honorably. Length of time at SERE is determined by the aircraft the pilot is assigned.

Formal Training Unit (FTU) / Pilot Initial Qualification (PIQ) / (B-Course)

Graduates who receive their wings and are awarded the pilot aeronautical rating attend MWS training at FTUs or attend PIQ.

Surviving Pilot Training: A How-To Guide

How to Help Your Student Pilot

You want your student pilot to succeed while he or she is going through UPT. Here are some helpful ways that you can offer support while they endure one of the most challenging years in an Air Force pilot's career.

Drinking and driving will ruin a career.

Always drink responsibly and have a plan. Call 434-RIDE if necessary.

Time management and studying

- Find a good balance between faith, family, fitness and fun.
 - Student group events are a great way for students to learn and support each other. The classes that hang out together tend to do the best in training. The classes that play together stay together. You can make life-long friends if you take the time to socialize during this year. There is a good chance you will see fellow classmates again during your time in the Air Force.
- Study a little bit each day in a quiet area and at a consistent time.
- Study one day each weekend.
- Create a study guide, notes, and/or flash cards.
 - SN: Help them study, if requested.
- Get away one each weekend for a “free day” or “family day” to help the mind rest.
 - SN: help get away

Develop good health habits

Eating: Have a balanced diet. There might be times when you will get consumed with studying or mission planning and may forget or not have time to eat. Make sure to pack a snack or prepped meal.

SN: You will need to provide reminders and encouragement. It is easy to go down the “junk food” route.

Sleeping: Allow for 8 hours of uninterrupted rest each night. If you are having trouble sleeping, there are programs in the medical clinic that address sleep deprivation.

Exercise: Workout 3-5 times per week. A Fitness Assessment (FA) is also required at the end of pilot training – failing requires a retake which may delay graduation.

Spouse Survival Tips

You have an important part to play in the student's successful training:

- Your spouse's classmates may need you too, as well as other spouses. Spouses tend to ground a class. Sometimes single guys will talk to spouses about things that they will not talk to classmates about. Spouses have helped stop planned suicides in the past. Spouses can be a voice of reason.
- The best thing to do is learn the information from your student pilot and just listen when you can. That student is going to say a lot of lingo that will not make sense, but eventually you will start to understand

most of the terms. Also, you can always help them study Bold Face/Ops Limits. These are lines and numbers that must be memorized verbatim prior to starting UPT. This will be a stressful environment for that student and any little bit of studying will help them in the long run.

- If your spouse is having a bad day, be positive and encouraging. Many students still graduate after having 89 sorties or after being put on CAP.
- Realize that they are under a great deal of pressure (possibly the most of their career). Do not take it personally if they are busy a lot.
- It is best to not disturb students at work by hanging out in the squadron or calling for a casual chat. There will be opportunities for you to visit the squadrons for a tour, social, or solo ride. It is also okay to contact them in an emergency. Emergency numbers are listed in the “Important Phone Numbers” section.

While your student pilot is busy at training, there are some things that can help you to enjoy this challenging experience as well. Your spouse will not likely be your main social outlet for the next year so you will need to find other social outlet sources (friends, church, work, service, etc.):

- Get involved in your continuing education or workplace.
- Consider volunteering.
 - On-base agencies: Thrift Shop, Youth Center, AFRC, library
 - Base organizations: Columbus Spouses’ Club, STUS Spouses Group.
 - Local/off-base organizations: United Way, Columbus Humane Society, Pregnancy Crisis Center, Palmer Home for Children
- Take care of yourself – exercise regularly, learn, make friends, etc.
- There is free counseling on the base for whatever needs you or your spouse have. Talk to someone you trust or call one of the mentors if you need help.
- Take care to play with your children, and if you feel stressed or burnt out, call a friend, chaplain, mentor, or counselor. We are here to help! There are many free resources designed to help you through this process. Taking good care of yourself will help you take good care of your spouse and children.

Make sure to be involved in the student’s successes

- The primary phase of UPT (T-6) includes initial solos, solo parties, and track select. For the solo party, please know you will not be allowed on the flight line during solo, but you can go to the flight room so you can hear the student make radio calls or you can go out to Perimeter Road and take pictures of them taking off. You can also watch them get thrown in the dunk tank.

RSVP to events. This will help us better plan our events. Attend events especially the Welcome Get-Togethers with the Command Spouse (Student Squadron Commander’s Spouse), monthly get-togethers, and quarterly Spouse Rallies. At the Spouse Rallies, you will have the opportunity to talk with Instructor Pilot (IP) spouses and get information about the phases of pilot training, different aircraft and locations, personal experiences in the Air Force, what it is like to be a pilot spouse, and more!

Pilot Training FAQ

What is a Senior Ranking Officer (SRO)?

Usually, the highest-ranking officer in a class – based off of rank, age, or being prior enlisted.

What is the difference between a Flight Commander and a Class Flight Commander (CFC)?

A Flight Commander helps push the students through the UPT syllabus and manages each flight or academic event that they have while on the flight line. A Class Flight Commander, or Class Commander, deals with the administrative paperwork, personal, and medical issues and follows each student through the entirety of UPT.

What is a First Assignment Instructor Pilot (FAIP)?

A student who graduated from UPT who, instead of going to a major weapon system (MWS), returns to a UPT flying squadron to become an instructor pilot.

What is the overall timeline of IPT?

139 days (5 months). Typically, training 6 days with 1 day off per week.

Do I need to bring furniture, a bed, or kitchen supplies to IPT?

No, the provided housing will be fully furnished with all the necessities. Students will need to bring bedding and toiletries.

Can I take my POV to IPT?

Yes, it is recommended to drive to IPT. This will give you transportation during your training time there. If a student does not have a POV, we recommend traveling with a wingman to your IPT location. Once there, most schools provide a shuttle to/from the housing and the schoolhouse.

Will I be receiving flight pay or per diem while at IPT?

Yes, students will receive flight pay and per diem at IPT.

Will I still receive Basic Allowance of Housing while at IPT?

Yes.

What if I have already completed IFT or have a PPL, will I still need to go to IPT?

Yes, students will still complete all phases on training. Although, flight schools may prioritize specific training depending on your ratings.

Can student pilots take leave while at IPT?

Leave will be granted for special cases. The expectation is to be in training from start to finish without leisure leave.

Can student pilots take leave while in UPT?

Students are not usually allowed to take leave once training begins. There are specific times that all students can take leave, usually during the holidays. Students can request leave at other times, but these are determined on a case-by-case basis and are rare.

What is formal release?

Formal release is when the students and IPs are in the flight room or the flight line all day (12 hours). This usually takes place at the beginning of training and students must earn their way out of formal release. This may require good check ride scores, not failing academic events, or getting to a certain point of training as a class. Students can always go back on formal release as a punitive action.

What is stand up?

This is a training event that takes place on the flight line that prepares students for emergency procedures while in a classroom setting.

What is chair flying?

Students fly out the entire profile for the next flight or simulator which includes elements like radio calls, power settings, verbal call-outs, etc. so that they are more proficient at the next flight. This creates muscle memory and is good practice without actually being in the plane.

What is a day like for a T-6 / T-1 / T-38 student pilot?

A typical day would involve one or more flights, simulators, and ground events such as briefing or stand up. Most of the time is spent in the flight room preparing for the next flight or studying with classmates.

What is track select?

The selection of the next training airframe after the T-6. The options are airlift/tanker or fighter/bomber.

Describe the track select process.

The track selection process is a culmination of academics, flight training grades, check ride scores, and flight commander ranking. Top students are usually able to choose what track they want for the advanced phase.

What is a solo flight?

Students who have made sufficient progress are allowed to take the aircraft into the air by themselves.

What is a dollar ride?

A dollar ride is the first ride in a specific aircraft.

What is a cross country? Where do you go? How long?

“Cross country” is a term used to describe a training profile where students and IPs fly off-station to locations outside of the local area. This usually involves multiple rides over the span of multiple days.

What is an out and back?

An out and back is similar to a cross country, but instead of going to a location and staying the night there, they come back to Columbus AFB.

What is a check ride? How often do check rides happen in pilot training and the AF?

A check ride for students is a flight and ground evaluation that encompasses their current training into one “exam” ride at the end of a training block. Check rides can happen fairly often in training (every 1 to 2 months). However, a check ride post-training takes place once every 12 to 17 months.

What is CAP? How does this affect the student?

Commander’s Awareness Program. This helps highlight students in UPT if they are possibly having trouble in a specific area (academics, airsickness, behavioral, etc.). CAP is not always a bad thing. Flight Commanders use CAP to identify students with airsickness to help alleviate those symptoms by flying them at certain times of the day or flying them more often to get them used to aircraft. However, the majority of CAP students are in this program due to academic failures, which require remedial help.

Can a student still graduate if they fail something?

They can still graduate. A flight that is failed or "unsat" will usually involve a retake of the flight or continuing through the syllabus with that item downgraded until it is finally brought back up to standard. A student can be removed from pilot training if they continually fail flights or check rides back-to-back.

What is the progression of rides for someone who is not doing well?

It depends. Students usually continue to redo the same ride until passing or moving to the next ride and still have to correct their previous mistakes.

Are there opportunities for extra flights?

Yes, there are a couple different types of additional rides.

- An 84 is a warm-up ride for someone if they got new glasses or lenses while they are in pilot training. Students can get up 2 of these rides.
- An 86 is used after a break in training. Reasons for the break include sickness, aircraft maintenance, weather, etc. These flights are given to students at the discretion of the Flight Commander and Squadron Commander. A student just starting a phase or block may not get an 86 just there are enough flights to get everything up to standard by the end of the phase or block. A student after a long break and with a limited number of rides remaining to get everything up to standard may be approved an 86.
- An 87 is used as a warm-up ride prior to a progress or elimination check ride.
- An 88 is flown after a failed check ride. This is called a "progress check" ride. This ride focuses on items the student failed during a check ride, but the student will still be graded on all items in accordance with the syllabus. This ride is usually flown with a Flight Commander, Assistant Director of Operations, or Chief of a section.
- An 89 is flown after a failed 88. This ride is called an "elimination check" ride. This ride is usually flown with either the Squadron Commander, Director of Operations, or the squadron Chief Pilot. This ride focuses on items the student failed during the 88, but the student will still be graded on all items in accordance with the syllabus.

Provide an overview of what to expect at follow-on training and first PCS after UPT.

Follow-on training will be at a schoolhouse that is usually not collocated with the final PCS location (example: student will go to Altus AFB, OK for KC-135 follow-on training prior to going to the PCS location). Students could also go to SERE in Spokane, WA for a month for combat survival training prior to their initial schoolhouse or PCS.

How do I get base visitor access for family/guests for drop night, graduation, etc.?

Base guests go to the Visitor Center (located outside of the main gate) and provide full name, date of birth, driver's license number and issuing state.

PRO TIP: There is limited phone availability / contact during some phases of training. Moreover, students are encouraged to “not make major life decisions” during UPT due to the stressful nature of this training. Please be supportive of this.

PRO TIP: Choosing a path for track select? Talk with your spouse about joint / family goals and career aspirations. Which aircraft, missions, and / or locations would meet those for both of you? Use the UPT and aircraft assignment guides provided with this resource to ask IPs questions and conduct your own research.

PRO TIP: Encourage a healthy diet and workout regimen throughout UPT. Students are required to pass the Physical Fitness Assessment (PFA) upon graduation.

PRO TIP: Work together as a class / flight. Student pilots should identify each person's strengths and share that for everyone's benefit & growth (for example: studying habits, briefings skills, mission planning efficiency).

PRO TIP: Try not to think about MASS too much. Your job as a UPT student is to be the most technically proficient pilot and leader by the time you graduate. If you are focused on making yourself look good, then you are prioritizing the wrong thing! If you do think about MASS, do not compare yourself to others. Daily rides are meant to push yourself, so downgrades are okay. Check rides are where you “make your money.”

PRO TIP: Have your student pilot make a study guide with the answers you can quiz them on. Additionally, have them prioritize sleep over an extra hour of studying.

Spouses FAQ

Can spouses/families accompany student pilots at Initial Pilot Training (IPT) locations?

No, the student pilots will be staying in provided housing with roommates from the class.

Can spouses/families visit student pilots at Initial Pilot Training (IPT) locations?

Yes, spouses/families are welcome to visit.

Who can spouses contact if they need help while their spouse/significant other is TDY?

Spouses can contact the 14 STUS Spouses Group, Columbus Spouses' Club (CSCCAFB@gmail.com), Military and Family Readiness Center (662-434-2790), 14 STUS Transition Office (662-434-7618), and 14 STUS First Sergeant (662-435-1714).

How much advanced time do student pilots/families know about being sent to Formal Training Unit (FTU)?

Graduating T-6 student can expect up to two weeks before being sent TDY or PCS to their training location. (Altus/Little Rock/etc.)

How long is Formal Training Unit (FTU) training?

Training is based on multiple factors and an exact training timeline is unsure, however, 6 months has been historically accurate for the time to completion.

Can spouses/families accompany student pilots at Formal Training Unit (FTU) locations?

Yes, however, an exception to policy (ETP) would need to be approved. ETP requests can be found on the SharePoint.

Can spouses/families visit pilots?

Yes, visits are encouraged.

Who can spouses connect with regarding parenting alone, family coping skills, finding schools/daycare, job relocation, housing assistance, and navigating the new location at Formal Training Unit (FTU)?

How to navigate parenting alone:

- Individuals can contact the Child Development Center, Youth Center, and/or School Liaison Office to find specific information on childcare, and youth programs, daycare, PreK-12th education, and other applicable on base resources.

Spouse, children, and family coping skills:

- Contact the Child Development Center, Youth Center, Military & Family Readiness Center (MFRC), School Liaison Office, Wives of the Armed Forces, and/or Key Spouse Contact to find specific information on child development, childcare, youth programs, family assistance, and pre-arrival orientation information and other applicable on base resources.
- Family Advocacy Program (FAP) – Parenting coping skills and Military Family Life Counselor
- Youth Center as well as Spouse program

Housing logistics:

- Move to FTU with pilots, then move to first assignment
 - Depends on the training. For a TDY spouses will be allowed to live/move together depending on if an ETP is approved. After the TDY you will return to CAFB and being the out processing. For a PCS you will have to talk to the AOs for moving and living situations.
- Move to first assignment base during pilots' FTU/before pilots' first assignment arrival
 - This is an option, however, do not sign a lease prior to pilots' final out.
- Stay at Columbus then move to first assignment with pilots
 - Yes. This is an option.

Aviation Terms and Acronyms

2-ship/4-ship: These are two different kinds of formations. A 2-ship has 2 aircraft involved and a 4-ship has 4. The aircraft in these formations communicate throughout the flight to stay together.

Abeam: Object located in your 3 or 9 o'clock position. Used in position reporting.

AGL: Above Ground Level. An airplane's altimeter reads height above Mean Sea Level (MSL).

AOA: Angle of Attack. Angle of the wing relative to the forward flight path of the airplane. On any aircraft, too great an angle of attack will cause the wing to stall, as airflow across the upper surface becomes separated and turbulent.

AR: Air Refueling. This type of mission is practiced in the T-1 to simulate the air refueling capability that some follow-on aircrafts have.

Below MIF: Not up to standards. All graded items must be at or “above MIF” in order to progress to the next set of flights. MIF stands for Maneuver Item File.

Bingo: Minimum fuel for a safe return to base.

Bugout: Egress a position or situation rapidly.

CAP: Commander's Action Program. Students “go on CAP” when they have done something that requires closer attention to them. There are 4 types: (1) Flying – hook 2 rides in a row, (2) USEM – fail 2 stand ups or EPQs in a row, (3) Academic – fail 2 tests, and (4) Military – breaking military protocol or severe issue with professionalism.

Check ride: A graded flight that is a sort of “final test” on a set of flights of a certain type.

Check Six: Visual observation of the rear quadrant. Refers to the clock system of scanning the envelope around the aircraft; 12 o'clock is straight ahead, 6 o'clock is directly astern.

Clean or Clean Configuration: Gear up, flaps up.

Cross Country (XC): A multi-day, off-station mission when a group of students or IPs have multiple flights and spend the night in another city. It is usually not actually across the entire country. Common places are Florida or Texas.

DNIF: Duty Not Involving Flying. Pilots can “go DNIF” for a number of reasons such as allergies or a broken leg.

DOR: Drop On Request. This is when a student pilot decides that pilot training is not the appropriate path for them and is removed from training. Once the student drops out of pilot training, they will not be readmitted.

Driver: Pilot.

FAIP: First Assignment Instructor Pilot. A potential for students at assignment / drop night. This assignment is common during a class's drop, though people get teased for it since they will be “stuck” at a training base for ~4 more years.

Envelope: The maximum performance parameters of an aircraft; flying at the edge of the envelope means to utilize max speed, Gs or altitude of an aircraft.

EPQ: Emergency Procedures Quiz. A weekly quiz that tests general knowledge based on the section the class is in. Grades for these factor into overall ranking. <85% = FAIL.

FBO: Fixed-Based Operator. Airports may have an FBO that provide aeronautical services such as fueling, hangaring, tie-down and parking. FBOs may also provide free/cheap food and beverage for the pilots as they wait.

Flare: The nose-up landing attitude normal for most land-based aircraft.

FOD: Foreign Object Debris. Any object, particle, substance, debris or agent that is not where it is supposed to be (i.e. flight line, aircraft). In an aviation or similar environment, could create a hazard to aircraft, equipment, cargo, or personnel.

Form: Short for Formation Flight. This is a type of flight that is practiced in various aircraft where two or more planes are flying in conjunction with each other. In the T-38, they can get as close as 2-3 feet flying over 500MPH!

Gouge: The latest inside information. It is also referred to unofficial study materials. Students make their own gouge to help study during UPT.

Gradebook: It is where, after each event, instructors would debrief student pilots and record grades for each maneuver attempted or demonstrated in.

Gs, G-loading: High-performance aircraft subject airframes and occupants to centrifugal forces. One-G equals normal gravity (14.7psi); a pilot and plane pulling 4-Gs will feel forces equal to four times the weight of gravity.

Head on a Swivel: Keeping eyes peeled. Being observant of surroundings.

Hook: If someone “hooks a flight,” they failed it. This does not mean they crashed or ejected. It means students were rated below MIF on one or more items they were being graded on (during a check ride) or an overall score of below MIF. You have to repeat hooked rides.

HUD: Heads Up Display. A transparent screen mounted in front of the windscreen on which pertinent data from flight instruments and weapons systems are projected.

IFR: Instrument Flight Rules. IFR are a set of regulations that dictate how aircraft are to be operated when the pilot is unable to navigate using visual references under Visual Flight Rules.

IP: Instructor Pilot.

MASS: Merit Assignment Selection System. This is the score that considers everything students are assessed on and is used to provide final rankings.

MIF: Maneuver Item File. This is the standard at which the student is held. At the beginning of each phase, the MIF (or standard) is low and is gradually increased with each new block.

MOA: Military Operating Area. This is essentially a 3D arena in space that pilots can request access to during a flight to complete maneuvers. It is bad when you “bust the MOA” – it’s like coloring outside the lines.

MSL: Mean Sea Level. MSL is your altitude above an average, invisible "sea level" all over the world. Normal flight operations use this reference, so everyone is on the same page as to altitudes.

MWS: Major Weapon System. According to US Department of Defense, an MWS is “one of a limited number of systems or subsystems that for reasons of military urgency, criticality, or resource requirements, is determined by the Department of Defense as being vital to the national interest.”

No-Notice Test: In each block of Phases 2 and 3 of training, students will be given a no-notice test (which has no study guide) to ensure their general knowledge is up to the required standard.

Over G: Each aircraft has G-force limitations that are considered safe during flight. If someone over Gs the aircraft, they have gone over the limit.

PIT: Pilot Instructor Training. Students who FAIP go onto PIT in San Antonio, TX before returning to a training base to instruct student pilots.

Punch Out: To eject.

Quibble: Talking back. People might quibble when receiving feedback.

Red Flag: Advanced aerial combat training exercise held by the Air Force at Nellis AFB, Nevada.

SA: Situational Awareness. Knowing what your airplane is doing relative to its envelope, where the ground is, and hundreds of other variables.

SERE: Survival, Evasion, Resistance and Escape. This training is conducted at Fairchild AFB, WA and is intended to provide students with the skills to uphold the U.S. military code of conduct when in uncertain or hostile environments.

Sim: Short for Simulator or Simulated Flight. Students do “Sims” as a way to practice flying in a simulated flight before getting in a real plane.

Shot Gun: During daily stand up, all students will stand while being asked questions. If they provide the correct answer, they may sit. If they do not, they face another round of questioning.

Sortie: A single mission by one aircraft.

So to Speak: A common phrase that is said after using words in an unusual or figurative way rather than a literal way.

SRO: Senior Ranking Officer. The student that is the highest ranking in class that acts as the point of contact or liaison between the Class Commander / Flight Commander and the members of his/her class.

Stand Up: A type of assessment where students are given an emergency scenario where they have to talk through how they would safely execute a maneuver or flight.

STUDs: Short for student pilots.

SUPT: Specialized Undergraduate Pilot Training. Sometimes shortened to UPT. This is the training program that all potential Air Force pilots must complete before earning their wings. Undergraduate training

That Checks: That makes sense.

Throttle Back: To slow down, power back.

Up to Speed or Up to Snuff: To understand or to know what's going on.

USEM: Unit Standardization Evaluation Monitor. The individual who manages the Unit Standardization Evaluation program. This program is the formal way of properly monitoring students' general knowledge and emergency procedures. It consists of shot gun, stand up, EPQs, and no-notice tests.

VFR: Visual Flight Rules. VFR are the regulations that specify the cloud and visibility limitations for aircraft operating with visual reference to terrain.

Wash Out: To fail pilot training and be reclassified to another AFSC.

Wingman: Second aircraft/pilot in a two-ship formation.

Yank and Bank: Successive Steep climbing/banking turns, high G loading and unloading.

AIR FORCE 101

Acronyms

AAFES – Army & Air Force Exchange Service
ADSC – Active Duty Service Commitment
AETC – Air Education & Training Command
AFB – Air Force Base
AFI – Air Force Instruction
AFPC – Air Force Personnel Center
AFRC – Air Force Reserve Command
AFRC – Air Force Reserve Command
AFSC – Air Force Specialty Code
ANG – Air National Guard
ATC – Air Traffic Control
BAH – Basic Allowance for Housing
BX – Base Exchange
CAC – Common Access Card
CAF – Combat Air Forces
CAP – Commander's Awareness Program
CBT – Computer-Based Training
CDC – Child Development Center
CFC – Combined Federal Campaign
CGO – Company Grade Officer
CoC – Change of Command
CONUS – Continental United States
CSAF – Chief of Staff, Air Force
DECA – Defense Commissary Agency
DEERS – Defense Enrollment Eligibility Reporting System
DITY – Do-It-Yourself
DO – Director of Operations

Phonetic Alphabet

A – Alpha
B – Bravo
C – Charlie
D – Delta
E – Echo
F – Foxtrot
G – Golf
H – Hotel
I – India
J – Juliett
K – Kilo
L – Lima
M – Mike
N – November
O – Oscar
P – Papa
Q – Quebec
R – Romeo
S – Sierra
T – Tango
U – Uniform
V – Victor
W – Whiskey
X – X-ray
Y – Yankee
Z – Zulu

DoD – Department of Defense
DOR – Date of Rank/Drop On Request
DV – Distinguished Visitor
EO – Equal Opportunity
EPR – Enlisted Performance Report
FGO – Field Grade Officer
FLT/CC – Flight Commander
FPCON – Force Protection Condition
FTS – Flying Training Squadron
FTW – Flying Training Wing
GTC – Government Travel Card
HQ – Headquarters
IAW – In Accordance With
ICAO – International Civil Aviation Organization
IG – Inspector General
JAG – Judge Advocate General
LOC – Letter of Counseling
LOR – Letter of Reprimand
MAF – Mobility Air Forces
MAJCOM – Major Command
MDG – Medical Group
MFLC – Military & Family Life Consultant
MPS – Military Personnel Section
MFRC - Military & Family Readiness Center
MSG – Mission Support Group
MWR – Morale, Welfare & Recreation
MWS – Major Weapon System
MXG – Maintenance Group
NAF – Numbered Air Force
NAVAID – Navigational Aid

NCO – Non-Commissioned Officer
NCOIC – Non-Commissioned Officer in Charge
NOTAM – Notice To Airman
O&B – Out & Back
OCONUS – Outside the Continental United States
OI – Operating Instruction
OG – Operations Group
OG/CC – Operations Group Commander
OPR – Officer Performance Report
OPSEC – Operations Security
OPSTEMPO – Operations Tempo
OSI – Office of Special Investigation
PCA – Permanent Change of Assignment
PCS – Permanent Change of Station
PFA – Physical Fitness Assessment
POC – Point of Contact
POTUS – President of the United States
PRF – Personnel Readiness File/Folder
QoL – Quality of Life
RTB – Return to Base
RTD – Return to Duty
SA – Situational Awareness
SABC – Self Aid & Buddy Care
SARC – Sexual Assault Response Coordinator
SECDEF – Secretary of Defense
SERE – Survival, Evasion, Resistance, Escape
SFS – Security Forces Squadron
SGLI – Serviceman's Group Life Insurance
SNCO – Senior Non-Commissioned Officer
SOP – Standard Operating Procedure

SQ/CC – Squadron Commander



















TDY – Temporary Duty

TLF – Temporary Lodging Facility

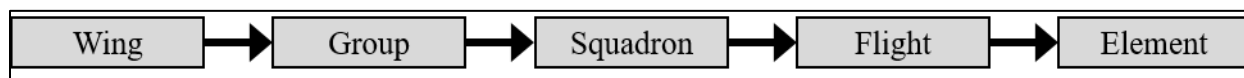
UPT – Undergraduate Pilot Training

WG/CC – Wing Commander

Rank Structure

Enlisted Ranks									
Airmen				Non-Commissioned Officers		Senior Non-Commissioned Officers			
E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	
Airman Basic (AB)	Airman (Amm)	Airman First Class (A1C)	Senior Airman (SrA)	Staff Sergeant (SSgt)	Technical Sergeant (TSgt)	Master Sergeant / First Sergeant (MSgt)	Senior Master Sergeant / First Sergeant (SMSgt)	Chief Master Sergeant / First Sergeant / Command Chief Master Sergeant / Chief Master Sergeant of the Air Force (CMSgt CCMsgt CMSAF)	
No insignia									
Officer Ranks									
Company Grade Officers			Field Grade Officers			General Officers			
O-1	O-2	O-3	O-4	O-5	O-6	O-7	O-8	O-9	O-10
Second Lieutenant (2d Lt)	First Lieutenant (1st Lt)	Captain (Capt)	Major (Maj)	Lieutenant Colonel (Lt Col)	Colonel (Col)	Brigadier General (Brig Gen)	Major General (Maj Gen)	Lieutenant General (Lt Gen)	General (Gen)
									

Organization Structure



Wing: Each Wing has a distinct mission. It is comprised of one or more Groups and is commanded by a Colonel. High visibility wings are commanded by a Brigadier General.

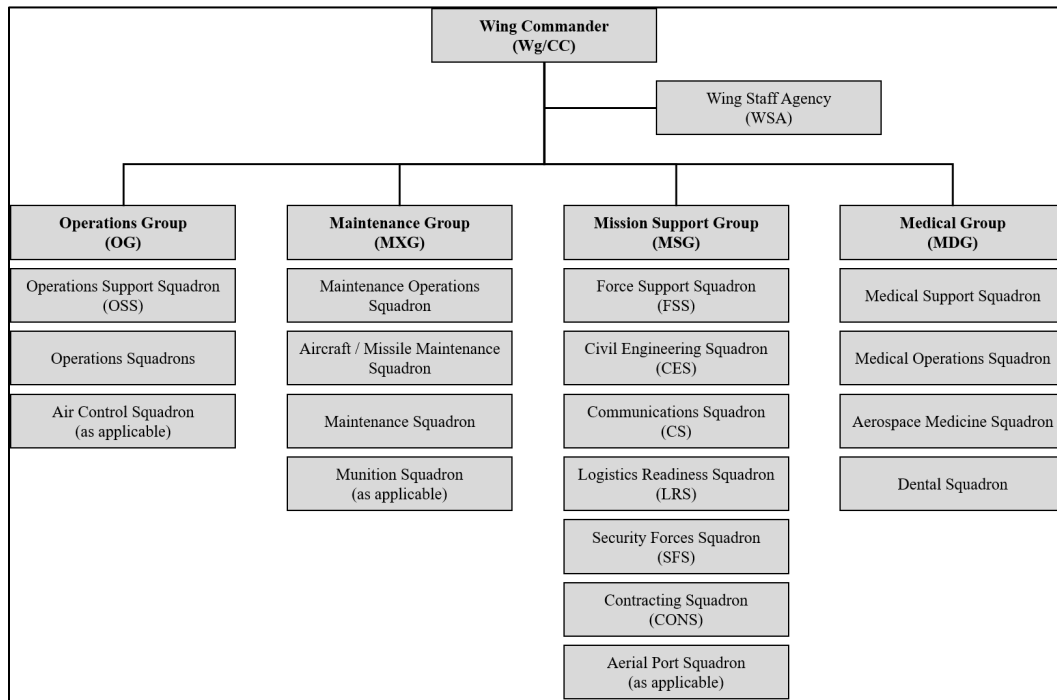
Group: A group is made up of several Squadrons and is commanded by a Colonel.

Squadron: A Squadron is often considered the Air Force basic unit. It is commanded by a Lieutenant Colonel.

Flight: A Flight is the smallest official capacity in the Air Force. A Flight Commander is a Captain and may be in charge of a dozen to over a hundred personnel.

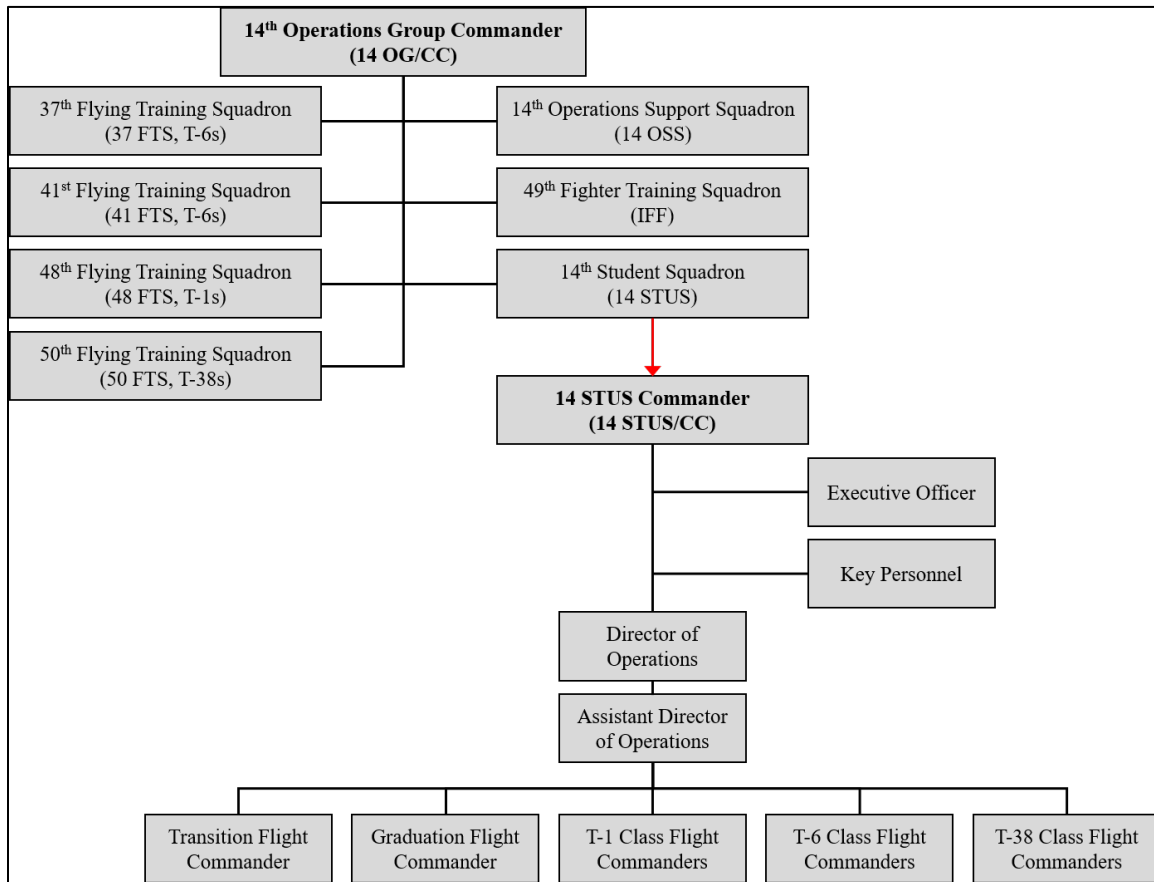
Element: An Element is the smallest unit. Each Flight is typically broken down into three to four Elements.

Typical Wing Structure



14th Operations Group

This organizational chart is simplified to only include units that directly impact student pilots.



Reveille, Retreat, and Taps

Reveille, Retreat and Taps are played each duty day over the base giant voice system. The following instructions are valid for CAFB. Reference AFI 34-1201, Sections 2.17-2.21 for further explanation.

Reveille is played at 7 am. It is a bugle call to signal the beginning of the duty day.

Retreat is played at 5pm. It marks the end of the duty day and followed by the national anthem.

Taps is played at 9pm. It marks the start of quiet hours.

Uniformed personnel

During Reveille and “To the Colors” – stand at attention, then salute for “To the Colors.”

During Retreat and the national anthem – stand at parade rest, then salute for the national anthem.

Civilians and military personnel not in uniform – stand at attention and place the right hand – with a hat, as required – over the heart. Military not in uniform and veterans may render a salute.

All vehicles on military installations will come to a complete and safe stop and wait until the music stops. Uniformed military in vehicles sit at attention.

“The U.S. Air Force” Song

Each branch of the U.S. military has its own song for formal ceremonies. They are played by military bands at service academy football games, boot camp/basic training graduations, and more formal ceremonies like retirements, funerals, weddings of military members, and holiday events like Memorial Day and Veterans Day. The Air Force's song titled "The U.S. Air Force" is best known for its opening line "Off we go/Into the wild blue yonder."

Lyrics to the Air Force Song

Off we go into the wild blue yonder,

Climbing high into the sun;

Here they come zooming to meet our thunder,

At 'em, now, Give 'em the gun! (Give 'em the gun, Hey!)

Down we dive, spouting our flame from under,

Off with one helluva roar!

We live in fame or go down in flame. Hey!

Nothing will stop the U.S. Air Force!

Brilliant minds fashioned a crate of thunder,

Sent it high into the blue;
Valiant hands blasted the world asunder;
How they lived God only knew!
Boundless souls dreaming of skies to conquer
Gave us wings, ever to soar!
With scouts before and bombers galore. Hey!
Nothing'll stop the U.S. Air Force!

(Toast to the Host Lyrics – commemorating fallen Air Force personnel. This verse is sung somberly.)

Here's a toast to the host
Of those who love the vastness of the sky,
To a friend we send a message of the brave who serve on high.
We drink to those who gave their all of old
Then down we roar to score the rainbow's pot of gold.
A toast to the host of those we boast, the U.S. Air Force!

Off we go into the wild sky yonder,
Keep the wings level and true;
If you'd live to be a grey-haired wonder
Keep the nose out of the blue!
Flying men, guarding the nation's border,
We'll be there, followed by more!
In echelon, we carry on. Hey!
Nothing'll stop the U.S. Air Force!