94th FLYING TRAINING SQUADRON

MISSION

The 94 FTS conducts over 15,000 training and competition glider sorties annually, focused on developing officership, leadership and character of over 4,000 USAFA and ROTC cadets. It operates airmanship training at USAF's busiest day, VFR-only airfield to provide the maximum opportunity for cadet participation in a USAF operational environment, motivating them toward careers as Air Force officers. Currently 500 cadets per year take a basic solo course in sailplanes (Soar-For-All). The cadet instructor force consists of 106 sailplane instructor pilots. There are 26 active duty officers, 13 reserve officers, and 2 enlisted troops assigned to the 94th Flying Training Squadron. The soaring resources currently include 21 sailplanes and 5 tow aircraft.

94 FTS Programs

Airmanship 100 – Introduction to Airmanship: Cadets get their first taste of Airmanship each summer in the middle of Basic Training during the 306 FTG's Introduction to Airmanship (Airmanship 100). Each Basic Cadet is given an airfield orientation tour and glider sortie to showcase various squadron and group airmanship programs available during their four years at the Academy.

Airmanship 251 - Basic Soaring: The Basic Soaring program provides a motivational experience for 550 sophomore, junior, and senior cadets. These cadets fly the TG-16A (DG-1001 Club), which familiarizes them with aircraft controls, aircrew checklists, and area/pattern work. The 94th Flying Training Squadron flies over 7,000 Airmanship 251 sorties annually during both the summer and academic year. Airmanship 251 offers an opportunity for solo flight based on student performance.

Airmanship 461 – Cadet Instructor Pilot Upgrade: Essential to the Basic Soaring program, the

Cadet Instructor Pilot Upgrade course (Airmanship 461) is a semester-long program in which 35 third classmen are selected from eligible applicants to become soaring instructor pilots. The 35 sophomores are selected based upon their flying ability as well as academic and military performance. After 20 hours of demanding ground school, an average of 80 training flights, and a formal ground and flight evaluation, the upgraders earn their wings and become the Air Force's youngest instructor pilots.

Cadet instructors are then enrolled in one of two airmanship courses. One instructs the 550 Basic Soaring students each year (Airmanship 472). Basic Soaring instructors teach during the academic day and during the summer.

Cadet instructor pilots enrolled in the other course, Airmanship 473, are charged with the primary training for the next group of cadet instructor pilots. Airmanship 473 instructor pilots must accumulate at least 100 instructional sorties before they are qualified to teach all phases of upgrade training. In addition to flying during the academic day, these instructors volunteer their time after school and on weekends, which epitomizes their dedication and love of flight.

94 FTS Advanced Programs

Cadet instructors willing to go the extra mile have the opportunity to earn advanced qualifications, such as aerobatics, spin training, cross-country, and wave flying. The USAF Academy has two advanced sailplane teams, each composed of approximately 12 seasoned cadet instructor pilots and 8 officer cadre.

The objectives of the Advanced Programs teams are:

- To support Air Force Academy recruiting and community relations
- To enhance instructor competence, confidence, and proficiency
- To demonstrate to the public the professional competence of Air Force Academy cadets
- To strengthen morale and esprit de corps among the Air Force Academy cadets
- Both teams send members to a myriad of air shows, competitions, and training camps across the country.

Aerobatics Team

The Cadet Aerobatic Demonstration Team flies the TG-16A and performs precision aerobatic maneuvers during competitions and aerobatic demonstrations throughout the United States. Aerobatic maneuvers include the: Chandelle, Lazy Eight, Loop, Cloverleaf, Immelmann, Split S, Barrel Roll, Cuban Eight, Reverse Cuban Eight, Inverted Flight, and Slow Roll. The team currently competes in both regional and national International Aerobatic Club (IAC) sponsored competitions throughout the year. They are consistently contenders for collegiate and national championships, and earn IAC badges for individual achievement.

Cross-Country Soaring Team

The Cadet Sailplane Racing Team, flies the TG-15A and TG-15B and competes in both regional and national Soaring Society of America (SSA) sponsored cross-country competitions. After only a 2,000 foot tow above ground level (AGL), sorties can last as long as six hours and take these skilled aviators as far as 300 miles from the home airport. They are consistently

contenders for collegiate, state, and national records, and earn SSA Soaring badges for individual achievement.

LINEAGE
94th Troop Carrier Squadron constituted, 14 May 1943
Activated, 1 Jun 1943
Inactivated, 31 Jul 1946
Redesignated 94th Troop Carrier Squadron, Medium, 19 May 1949
Activated in the reserve, 27 Jun 1949
Ordered to active service, 1 Apr 1951
Inactivated, 3 Apr 1951
Redesignated 94th Airmanship Training Squadron, 30 Sep 1983
Activated, 1 Oct 1983
Redesignated 94th Flying Training Squadron, 31 Oct 1994

STATIONS
Alliance AAFld, NE, 1 Jun 1943
Sedalia AAFld, MO, 15 Jun 1943
Alliance AAFld, NE, 2 Aug 1943
Laurinburg-Maxton AAB, NC, 19 Dec 1943
Baer Field, IN, 2–12 Feb 1944
Balderton, England, 6 Mar 1944
Upottery, England, 26 Apr 1944 (operated from Orbetello, Italy, 18 Jul–24 Aug 1944)
Juvincourt, France, 8 Sep 1944
Lonray, France, c. 28 Sep 1944
Chateaudun, France, 6 Nov 1944–Jul 1945
Baer Field, IN, Sep 1945
Sedalia AAFld, MO, Oct 1945–31 Jul 1946
Selfridge AFB, MI, 27 Jun 1949–3 Apr 1951
USAF Academy, CO, 1 Oct 1983

ASSIGNMENTS
439th Troop Carrier Group, 1 Jun 1943
Third Air Force, 10 Jun–31 Jul 1946
439th Troop Carrier Group, 27 Jun 1949–3 Apr 1951
United States Air Force Academy, 1 Oct 1983
34th Operations Group, 31 Oct 1994

WEAPON SYSTEMS
C–47, 1943–1945
C-47A
C–46, 1945–1946
C-46D
T–6, 1949–1950

T–7, 1949–1951
T–11, 1949–1951
TC–46, 1949–1951
UV–18, 1983

COMMANDERS
Maj John G. Evans, 1 Jun 1943
1Lt Fred O. Lorimor, 21 Feb 1944
Maj Joseph A. Beck II, 14 Mar 1944
Cpt Robert E. Sullivan, 18 Sep 1944 (temporary)
LTC Ward W. Martindale, 1 Oct 1944
Maj John S. Chandler, 4 Mar 1946
Maj Thomas F. Corrigan, 25 May-Jul 1946
Unkn, 27 Jun 1949-3 Apr 1951
LTC John M. Rinehart, 1 Oct 1983
LTC James A. Shaw Jr., Dec 1983
LTC Robert A. Lowe, 1 Jul 1985
LTC Burkhart, c. 1989
LTC John L. Bush, Jun 1991
LTC Claude M. Erving, 1993
LTC Randall G. Muncy, 1 Aug 1994
LTC Timothy J. Taylor, 15 Nov 1995
LTC Douglas N. Barlow, Jul 1997
LTC Joseph G. Pacheco, Jul 1999
LTC Hal Hoxie, Jan 2001-unkn
LTC Michael A. LeClair, Jan 2004
LTC Stephen Dutkus, Jun 2006
LTC William J. Resnik, Jun 2009

HONORS
Service Streamers
World War II
American Theater

Campaign Streamers
World War II
Rome-Arno
Normandy
Northern France
Southern France
Rhineland
Ardennes-Alsace
Central Europe

Armed Forces Expeditionary Streamers
None

Decorations
Distinguished Unit Citation
France, [6–7] Jun 1944

Air Force Outstanding Unit Awards
1 Sep 1994-31 Oct 1995
1 Jul 2005-30 Jun 2007
1 Jul 2007-30 Jun 2009

French Croix de Guerre with Palm
[6–7] Jun 1944
15 Aug 1944

French Fourragere

EMBLEM

On a Light Blue disc, a Blue stylized eagle's head, overlapped by a White stylized eagle's head, overlapped by a Red stylized eagle's head in descending order issuing from the right side and emitting three Yellow lightning flashes to base, all below a Silver Gray four pointed star fimbriated Blue; all within a narrow Yellow border. (Approved, 23 Aug 1984)

MOTTO

NICKNAME

OPERATIONS

Airborne assaults on Normandy, Southern France, Holland, and Germany; relief of Bastogne; transportation of personnel and cargo in ETO and MTO during World War II.

The modern soaring program at the Academy began as a club. Even before the soaring club existed, Major William R. Fuchs of the Department of Mathematics pushed in December 1955 to integrate soaring into the cadet curriculum. The soaring club began in 1956, while the Academy was still located at Lowry AFB. Planes were purchased from donations and surplus funds for extracurricular activities.

When the Academy moved to Colorado Springs, the soaring club faced a severe problem with the high winds. Extremely strong wind currents destroyed gliders, and as a result, Academy officials temporarily disbanded the program in December 1958. Three years later the Academy reestablished the Soaring Club after new gliders were purchased.

By 1964, soaring was an official part of the cadet curriculum. The Academy had four gliders in 1968, made by the Schweizer Aircraft Corporation of Elmira, New York. The two gliders used for training purposes were SGU 2-22 gliders that had tandem-seats and dual controls.

By 1970, the soaring program had expanded greatly since its days as a club. At this time, the Academy created the Soar-For-All program that allowed all cadets to receive some time in a glider. The mission for the program was “to form the foundation of cadet exposure to aviation related activities, build character, and help motivate cadets toward a career in the United States Air Force.”

The 94th Airmanship Training Squadron was founded in Oct 1983. It consisted of a "Jump" Flight and a "Soaring" Flight. The "Jump" flight was responsible for parachuting operations at USAFA. The "Soaring" flight managed the Soar-For-All program and its gliders.

USAFA leadership moved the parachuting program into the 98th Flying Training Squadron (FTS) in 1995, while the 94th changed from an airmanship training squadron to a flying training squadron. During this time, the 94 FTS gained control of the USAFA Flying Team.

On 18 Oct 2002, at 1657L (2257 Zulu)], a TG-10D, S/N 020603, crashed at the United States Air Force Academy. The TG-10D, assigned to the 94 FTS, 34 OG, USAF Academy, CO, was being flown on an initial qualification sortie. The pilot, Cadet First Class Joshua P. Boudreaux, of the 17th Cadet Squadron, 34th Training Wing, performed a successful manual bailout sustaining minor injuries to his hands. The aircraft was totally destroyed on impact, and no damage was sustained to property on the ground. Shortly before impact, the pilot initiated a high speed pass at approximately 2000 feet AGL and 110 KIAS. As the pilot initiated a pull-up at the end of the pass, he heard the sound of metal buckling and observed approximately 6 feet of the left wing folded up to a near-vertical position. The aircraft became uncontrollable and the pilot initiated a bailout. The primary cause of the mishap was a structural failure of the left wing due to an overload.

The 94th Flying Training Squadron was also home to the USAFA Flying Team. The Flying Team resources include T-41D's (4), and C-150's (3) aircraft. In May 2003 the Flying Team was reorganized under 557th Flying Training Squadron to streamline operations on the airfield.

In the first few years of the new millennium, several military training and airmanship issues began to plague the Academy. Among myriad difficulties were growing strains within the airmanship programs. By 2004, the Air Force Academy's leaders were looking for relief. AETC came to the Academy's aid, eventually regaining control of the cadet airmanship programs.

The soaring program, in particular was a source of problems for the Academy's administration. Shortly after the 94 FTS transitioned to new gliders, troubles began for the soaring program. The older Schweizer gliders were durable and dependable aircraft, able to endure the wear and tear common in training flights, but the Academy was no longer able to procure the required parts from the manufacturer. The new LET gliders the Academy purchased were more agile and effective to train in than the old trainers but were unfortunately more prone to breaking down due to the high sortie rate at the Academy's airfield. Numerous maintenance failures led the Academy to shut down the soaring program during the summer of 2003 and throughout much of the fall semester. Only after a complete overhaul of the maintenance program at the airfield was soaring reinstated.

At this point, AETC established a Site Activation Task Force (SATAF) to facilitate the transfer of the Academy's flying programs to AETC. One of the major areas of concern the SATAF addressed was the soaring program's degraded landing facilities. Academy personnel referred to the large grassy area west of the runways as the Sailplane Landing Area (SPLA).

During the 30 years of soaring operations at the Academy, the SPLA was used as the primary landing location for the glider fleet, allowing for up to 300 glider sorties a day. for the past three years, a drought had withered the grass in the majority of the SPLA. The surviving grass grew in clumps that damaged the new TG-10 series glider tails on landing. The landing impact on the gliders forced operations to move primarily to the paved runway, reducing sorties to a maximum of 100 sorties a day.

Another pertinent issue the SATAF raised was manpower. The SATAF noted "the biggest concern is sourcing the HQ AETC and Nineteenth Air Force oversight as well as remaining 34 OG manpower requirements." Under the Academy's control, the airmanship programs relied heavily on attached rated USAFA personnel to fill rated instructor slots. The Academy conducted a manpower study and determined that the airmanship program was at 60 percent of that required. The study recommended continuing to use attached personnel after the realignment to AETC, as well

The Sailplane Landing Area was also in dire need of repair. After AETC took control of the 94 FTS, plans were set in motion to alleviate the SPLA problem. While AETC ran the flying programs, the Academy remained in control of the airfield real estate, and it had several plans

to fix the problem. One was to place “Avturf” on the entire 500 foot by 4500 foot area of the SPLA, which essentially would provide artificial turf surface for soft sailplane landings. AETC rejected the plan as too expensive; instead, command officials opted for the more cost-effective grading and drill seeding of the SPLA with smooth brome grass. The durable grass grew well in the elevated Colorado environment and was rugged enough to endure the harsh treatment of glider landings. The estimated time for completion of the reseeded landing area was November 2006. Once completed, the average daily sortie count would increase to around 300, roughly three times as many flights as could be conducted on the dilapidated SPLA.

After over 20 years of service, the aging TG-4 Schweizer fleet needed to be replaced. The Academy looked at many different companies to fill the void, eventually following the recommendation of the Academy’s rated instructor pilots by selecting the LETECKE ZAVODY Aircraft Corportation (LET) from the Czech Republic. The first shipment of the new LET 0TG-10B gliders arrived at the Academy in May 2002, and were used to train cadets enrolled in the Soar-for-All program. Also, the Academy bought the TG-10C cross-country gliding and the TG-10D for the aerobatic competition flying teams.

The Air Force Academy retired its TG-10C Kestrel glider fleet after certifying a final new cadet instructor pilot on a check ride last week. The school acquired 12 TG-10s in 2002 for use in cadets' basic and aerobatic training. The final Kestrel sortie took place on July 23, according to a July 26 academy release. Before their transfer to the Civil Air Patrol, the school's Kestrels logged 140,000 total flights, according to 94th Flying Training Squadron officials. Replacing the TG-10s are the academy's new high-performance TG-16As. They "are made of fiberglass instead of sheet metal. It's leading-edge soaring equipment," said Lt. Col. Richard Roller, 94th FTS commander. The academy has received 15 of the German-built TG-16s, and is awaiting delivery of four more, states the release. New cadets began using the TG-16 on July 16. 2012

Air Force Academy cadets, who fly primarily in TG-15A and smaller TG-15B gliders, soared to their eighth straight national sailplane racing championship, announced academy officials. They cited results released last week from the Soaring Society of America in the academy's Dec. 7 release. This year's racing team posted more than 30,700 total miles, more than any other year in academy's 43-year soaring history, and nearly twice as many miles as flown in 2011, said Lt. Col. Richard Roller, 94th Flying Training Squadron commander at the academy. "This is the best sailplane racing team in the history of [academy] soaring," he said. Among their accomplishments, these cadets flew some of the longest flights in academy history, with four flights of 320 miles or more, said Roller. They also broke the team's record for the longest-duration flight with a sortie of more than seven hours, he said. 2012

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Sources
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.
Air Force News. Air Force Public Affairs Agency.