



CNATRA HQ

COMMUNICATOR

MAR
2019



/ MISSION BRIEF

To safely train the world's finest combat quality aviation professionals, delivering them at the right time, in the right numbers, and at the right cost to a Naval force that is where it matters, when it matters.

/ WE ARE TEAM CNATRA

- We are "all in" for the mission
- We are professionals dedicated to improving ourselves, our team, and the naval services
- We lead with integrity, moral courage, and discipline
- We are accountable to the nation, our service, each other, and our families
- Integrity is our foundation

/ ADMIRAL'S SUGGESTION BOX

Got a suggestion? Click here for your direct line to Rear.Adm. Harris or copy and paste into address bar: <https://adss.navy.mil/applications/00sb.aspx>
There's also a physical suggestion box at the CNATRA quarterdeck.

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/ MARCH IN NAVAL AVIATION HISTORY

- **1 MAR 1942** - Naval Reserve pilot Ensign William Tepuni, flying a Lockheed Hudson reconnaissance, light bombing and transport aircraft (PBO) from VP-82 Squadron based at Naval Air Station Argentia, Newfoundland, Canada, attacks and sinks German submarine U 656 southwest of Newfoundland. It is the first U-boat sunk by U.S. forces in World War II.
- **2 MAR 1973** - The first four female U.S. Navy pilots begin training. The women are: Lt. j.g. Barbara A. Allen; Lt. j.g. Judith A. Neuffer; Ensign Jane M. Skiles and Ensign Kathleen L. McNary.
- **3 MAR 1969** - Initially attached to Fighter Squadron (VF) 121 and operated out of a trailer, the Navy's Fighter Weapons School, also known as "Top Gun," is established.
- **19 MAR 1924** - Curtis D. Wilbur takes office as the 43rd Secretary of the Navy, where he gains his greatest achievements in enlarging and modernizing the fleet, and establishing a naval air force that would become an overwhelming force during World War II.
- **30 MAR 1916** - 2Lt Charles Sugden and 3Lt Elmer F. Stone became the first two USCG aviators assigned to flight instruction.



/ First of 10 new TH-57 flight simulators ready for Training Air Wing Five helicopter training operations

From NAS Whiting Field Public Affairs

MILTON, Fla.— In a ceremony onboard Naval Air Station Whiting Field yesterday, Training Air Wing Five (TW-5) accepted the Navy's first new TH-57 flight simulator in nearly 40 years. The new simulator is now available for helicopter training operations.

According to Cmdr. Aaron Beattie, TW-5 Rotary Simulator Integration Lead officer, "this simulator represents a significant technology advancement and upgrade to naval aviator training tools. It improves our ability to train student aviators in night vision environments and the simulator displays are a vast improvement over the 1980s technology our current simulators afford."

For the past 30 years, Training Air Wing Five has trained all United States Navy, Marine Corps, and Coast Guard helicopter pilots at Naval Air Station Whiting Field. In 1981, the Navy transitioned to the instrument rated TH-57C Sea Ranger platform, which included flight simulators. Those original simulators have been used to train pilots since that time.

In December 2014, the Navy made the decision to upgrade the TH-57 simulators with new devices as part of a larger goal of modernizing the entire helicopter ground training system. The new simulators will serve to produce a more effective and lethal aviator who is better prepared to carry out Naval helicopter aviation

missions. The advanced simulator technology will improve Crew Resource Management (CRM) training, simulation of challenging weather environments, and visual scene representation.

"The new training applications these simulators provide will increase the students' field of view, night vision and all weather training—features we couldn't do before in the previous simulator," Beattie commented.

The Navy will receive three Level 6 and seven Level 7 simulators. The Level 6 devices are stationary cockpits with seat queuing vibration with a full visual screen that wraps around the cockpit. The Level 7 devices are full motion cockpits with a slightly larger field of view. Also included in the upgrade will be a central control station that will provide the capability to link all ten



Above: Will Merkel, Naval Aviation Training Command, Hector Zarate, FlightSafety Services Corporation President, Cmdr. Matt Baker, Training Air Wing Five Chief Staff Officer, and Maj. Ron Chino, rotary wing training officer, CNATRA, cut the ribbon to the new TH-57 Level 6 simulator Feb. 28. The commemoration signified the new simulator is ready for training operations. U.S. Navy photo by Jamie Link, NASWF

Left: Members of the team developing training elements for the new TH-57 simulator system show the advanced visual display allowing for more realistic aviation training. The background display shows a carrier in an at sea training simulation. U.S. Navy photo by Lt.j.g. Kyle McCarthy, TW-5



simulators together in a single virtual environment. This significantly improves training by adding the ability to fly aircraft in formation and in an instrument training environment, with the added feature of student aviators being able to communicate with one another to more closely simulate their flying experience.

"The student aviators will experience training features that will enhance their learning, including the central control station that will allow linked training. They will benefit from training in the safe environment," explained Beattie. He went on to say that, "all of the team members from the three helicopter squadrons, FlightSafety Systems, Frasca, Aechelon and so many who contributed their efforts made this new advancement a reality. We can't thank you enough."

After ten months of coordination between FlightSafety Systems International, Frasca International, Aechelon Technology, and the U.S. Navy, the first of the three Level 6 devices was accepted in a brief ceremony yesterday, with the additional two scheduled for acceptance next month. The Level 7 devices are on contract for delivery beginning in May 2019 and ending February 2020, with the central control station scheduled for acceptance in July 2019.

Hector Zarate, president of FlightSafety Service Corporation, spoke during the ceremony and said, "Our mission is to provide unparalleled training to our student aviators. We're thrilled to have been given an opportunity to be a part, and making students ready to defend the nation—that's what this is all about."



MILTON, Fla. A member of Training Air Wing 5 flies a new TH-57 Level 6 training simulator onboard NAS Whiting Field. This new system increases student aviators' field of view, night vision and all weather training features. U.S. Navy photo by Lt.j.g. Kyle McCarthy, TW-5

/ N4 Welcome Aboard, Cmdr. Frye



N-4 welcomes our new CNATRA Det. Whiting Field officer in charge, Cmdr. Tyler Frye.

Frye entered the Navy in January 1985 and completed recruit training in Great Lakes, Illinois. Upon completion of the Airman Apprenticeship Training program, he reported for

duty to the "Swordsmen" of VF-32, Naval Air Station Oceana. As an airman, he qualified as an F-14 plane captain and flight line troubleshooter. Thereafter, he was assigned to the Power Plants work center as an aviation machinist's mate. As a third class petty officer, he qualified as a collateral duty inspector and Low/High Power Engine Turn-up operator. During his tour with the "Swordsmen", he made Mediterranean Sea-Indian Ocean deployments aboard the USS Independence (CV 62) and USS John F. Kennedy (CV 67).

In January 1989, Frye reported to Aircraft Intermediate Maintenance Department, NAS Miramar, performing "I" level maintenance on the T56-A-425/427 engines in support of the E-2 Hawkeye and C-2 Greyhound aircraft. In April 1993, he reported to the "Wallbangers" of VAW-117, NAS Miramar, where he qualified as a Power Plants Collateral Duty Inspector, Low/Higher Power Engine Turn-up Instructor and Full Systems Quality Assurance Representative, and was advanced to first class petty officer. During his tour with VAW-117, he deployed aboard the USS Abraham Lincoln (CVN 72) and the USS Kitty Hawk (CV 63). In March 1997, he reported to Naval Air Maintenance Training Group Det., NAS Miramar. As a Navy Instructor, he instructed classroom and Lab curriculum on the teardown/buildup of the E-2 and C-2 engines, propeller systems and blade repair.

Frye was commissioned as an Ensign through the Navy Limited Duty Officer Program in September 1998.

He attended the Limited Duty Officer/Chief Warrant Officer Indoctrination School and Aviation Maintenance Officer School at Naval Air Station Pensacola, Florida.

After attending Mustang University in Pensacola, Florida, CDR Frye reported to Naval Weapons Test Squadron (NWTS), NAS Point Mugu where he served as MMCO for both NWTS and VX-9 Detachment concurrently. In December 2000, he then reported to the "Gunbears" of HC-11 assigned as the DET-MO for Detachment-Eight making two deployments aboard the USS Sacramento (AOE 1) in direct support of OPERATIONS ENDURING FREEDOM and IRAQI FREEDOM. In November 2003, he reported to the "Seahawks" of HSL/HSM-41; where he served as the MMCO and AMO. From February 2007 to August 2009 he was assigned to the USS Nimitz (CVN 68) homeported in San Diego; where he served as the AMO, MMCO and Ship's Force Production Manager.

In 2009, he then reported to FRCSW, NAS North Island; where he served as AMO/AOIC. In October 2012, he reported to NATTC, NAS Pensacola; where he served as OIC of the MECH Department. As the OIC, he managed enlisted technical courses for the AZ "C", AD, AM, PR, AME, AS, AO "A" schools and AZ "A" school in Meridian, MS. From September 2015 to October 2018 he served as VX-9 Maintenance Officer, NAWWS China Lake.

Frye earned his Professional Aviation Maintenance Officer qualification, Aviation Warfare Specialist designation and Master Training Specialist certification. During his off-duty hours, he earned a Bachelor of Science in Aviation Management from Southern Illinois University.

His personal decorations include the Meritorious Service Medal (two); Navy Commendation Medal (six); Navy Achievement Medal (three); Good Conduct Medal (four); as well as various other unit campaign medals, awards and ribbons throughout his 34 plus year career.

/ N4 Welcome Aboard, Lt. Cmdr. Lozier



Welcome aboard to our new NAS Pensacola N4 Det. officer in charge, Lt. Cmdr. William H. Lozier,

Lozier enlisted in the Navy in 1992 as an aviation electronics technician and rapidly excelled through the enlisted ranks to chief within 10 years.

His first enlisted tour was with VF-21, permanently forward deployed in Atsugi, Japan, from 1993 to 1996 where he made two WESTPAC deployments onboard USS Independence (CV 62). He transferred to VF-213 from 1996 to 1998, making the homeport change from San Diego to Virginia Beach, Virginia, after his third WESTPAC deployment onboard USS Kitty Hawk (CV 63). He transferred to shore duty with VF-101 from 1998 to 2001.

His third sea duty tour was with VFA-15 from 2001 to 2004 where he made two combat deployments onboard USS Enterprise (CVN 65), serving as flight deck and maintenance control chief during the first strikes of Operations Enduring Freedom and Iraqi Freedom. He was then personally recruited by the commanding officer of VFA-106 in Virginia Beach from 2004 to 2005 to stand-up F/A-18 Super Hornet operations and launched the first "Rhino" aircraft "safe for flight" on the East Coast. He earned a commission as a limited duty officer in 2005.

His first assignment as an aviation maintenance officer was to VFA-103 in Virginia Beach where he served as material control officer and maintenance material control officer from 2005 to 2008. After guiding VFA-103's maintenance department through transition from F-14s to F/A-18Fs, he made a combat deployment onboard USS Dwight D. Eisenhower (CVN 69) and a deployment onboard USS George Washington (CVN

73) for the ship's final certifications as the forward deployed aircraft carrier in Yokosuka, Japan.

His next assignment was to Aircraft Intermediate Maintenance Department (AIMD) Atsugi, Japan where he served as the aircraft division officer and maintenance material control officer from 2008 to 2010 where he assisted Commander, Naval Air Forces in the development of the basic design package for construction of the new AIMD in Iwakuni, Japan.

His next assignment was to VFA-131 in Virginia Beach where he served as assistant maintenance officer from 2010 to 2013 leading two back to back combat deployments onboard CVN 69. During a compressed eight-week turnaround between deployments, he was hand selected by Commander, Carrier Air Wing 7 to coordinate manpower readiness sustainment for all four Carrier Air Wing 7 F/A-18 squadrons with Fleet Forces Command.

He served as the officer in charge of VFA-106 Key West Det. from 2013 to 2016, providing maintenance support to the fleet's largest fleet readiness squadron and all transient F/A-18 squadrons on the East and West Coasts.

He served onboard USS Abraham Lincoln (CVN 72) as AIMD MMCO and AMO from 2016 to 2019. He supervised the completion of a wide range of shipboard surface warfare, aeronautical, and reactor systems maintenance, calibration and testing, culminating in the ship's redelivery to the fleet after a five year Refueling Complex Overhaul.

Presently, he serves as officer in charge of Chief of Naval Air Training, N4 Det., Naval Air Station Pensacola.

His personal decorations include four Navy Commendation Medals, seven Navy Achievement Medals, and various unit and campaign awards.

/ N4 Teammate Spotlight



Consuelo Mendez, is our new N43 Supply Technician. She has been part of Training Wing 4, working at VT-35 for seven commanding officers for the last 10 years. During her career at VT-35, she worked as the Automation Clerk in various departments dealing with flight training and as a Supply Technician for the logistics side of the squadron. Her family is from Corpus Christi. In her free time, her family enjoys travelling. She is excited to start a new chapter and be part of CNATRA N4 team.



Ellen Schramm is the new N412 Contract Administrator for the T-6/T44/T-34 Contract Logistics Services contract and AIMD contract. A former Navy sailor, she comes to CNATRA with a solid contracting background covering a wide variety of experiences in many countries. She has supported the Government as both a civilian and contractor starting as a Contracting Officer and Government Contracts Manager. Her family is still in Chicago, Il where she was raised. In her free time, she enjoys sewing, home improvements, and international travel. She is excited to return to her Navy roots.

/ N4 Bravo Zulu

Congratulations to Lt. Cmdr. Rebecca Jenkins, DCMA administrative contracting officer for earning your contracting warrant. BZ, shipmate!



/ N4 Civilian Employee of the Year Nominee

Congratulations on your nomination, Darcy Bruns. Your hard work and dedication is greatly appreciated.



/ N4 Happy Birthday

Happy Birthday to Armando "PEP" Pena!



/Navy Directs Commands to Contact 100% of Sailors Living in Government and PPV Housing

From Navy News Service Public Affairs

WASHINGTON (NNS) -- The Navy announced Feb. 23 that 100% of Sailors living in government and Public Private Venture (PPV) family housing will be contacted by their commands and asked if their housing is satisfactory.

NAVADMIN 043/19, released by Chief of Naval Operations (CNO) John Richardson and Master Chief Petty Officer of the Navy (MCPON) Russell Smith, directed the action upon being alerted that the health, safety and well-being of some Sailors may have been negatively affected by the condition of their government and PPV family housing.

Richardson and Smith both affirmatively stated that our, "Sailors and their families deserve safe, quality living quarters and commands must advocate for all Sailors and their families."

Every Sailor residing in PPV or government housing will be afforded an opportunity for a visit from their command at their residence no later than April 15, 2019. The visits are to be strictly voluntary and by invitation only. The purpose of these visits is to raise Navy awareness of family living conditions, to allow

command leadership to personally observe any issues affecting the home and to understand any actions being taken to address them. If a problem is found, the visits serve as an opportunity to help Sailors and their families resolve the problem.

"We are prioritizing efforts to better understand our Sailors' living conditions in on-base government family and PPV housing to ensure that as residents they are provided with the quality of life they have earned and deserve," said Richardson.

Additional guidance will be released to commands early next week detailing how visits must be conducted. Importantly, the 100% contact order is not an inspection program but rather an opportunity for commands to advocate for their Sailors.

"Trust and confidence are the foundational bedrock upon which effective command rests and an open flow of communication is imperative," said Smith. "We first encourage Sailors to raise issues with their chain of command. In the same vein, we need leaders to be engaged in the ways that Sailors are most receptive."





NAVAL AIR STATION CORPUS
CHRISTI, Texas Student naval aviators
assemble on the flightline to view two
F-35B Lightning II Joint Strike Fighter
aircraft Feb. 13. The pilots stopped
on base as part of a cross country
mission and took the opportunity
to speak to students about the new
platform. U.S. Navy photo by Anne Owens

/ Vouchers Available to Expedite Officer Graduate Education

By Ed Barker, Naval Education and Training Professional Development Center (NETPDC) Public Affairs

PENSACOLA, Fla. (NNS) -- Naval officers unable to pursue full-time graduate studies now have an additional advanced education option with the FY-19 Graduate Education Voucher (GEV) program, announced June 21.

Detailed in Naval Administrative Message (NAVADMIN) 150-18, the GEV program offers eligible officers the opportunity to receive funded graduate education during off-duty hours. Through GEV, unrestricted line (URL) officers can apply to receive funding for Navy-relevant graduate education meeting the requirements of at least one subspecialty code as specified by the Naval Postgraduate School.

"It can be challenging for many officers to maintain their career progression and simultaneously schedule full-time education at Naval Postgraduate School (NPS) or other institutions," said Dr. Cheral Cook, graduate education coordinator for Naval Education and Training Command (NETC). "The GEV program offers an accelerated funding path to an off-duty master's degree with financial support of up to \$20,000 per fiscal year, with a total limit of \$40,000 for the entire course of study."

All required fees normally charged by the university relating directly to student application and enrollment, including mandatory health fees and health insurance, laboratory fees, vehicle registration, identification cards, and computer fees, are reimbursable. Other reimbursable expenses include the cost of textbooks and course materials, and limited expenditures for transcript and entry fees, and final thesis production.

Lt. Chris Kohlskelley, a pilot and assistant operations officer/helicopter maritime strike operations for Carrier Airwing (CVW) 8 in Norfolk, recently completed his Master of Business Administration degree with the University of Florida Hough Graduate School of Business.

"The GEV program allowed me to stay in the cockpit and on career path in the Navy while broadening my skillset," said Kohlskelley. "I chose GEV because it substantially paid for my degree compared to other options like Tuition Assistance (TA) and allowed me to preserve my GI Bill benefits for my daughter."

GEV applicants select a regionally-accredited school and choose a specific course of study meeting their community's subspecialty requirements. Education plans are reviewed and approved for the Navy subspecialty code by NPS.

The GEV program is targeted at officers with demonstrated superior performance and upward career mobility who are transferring or have recently reported to shore duty, in order to allow sufficient time for completion of a graduate program. The GEV program is open to URL active-duty officers in pay grades O-3 through O-5, in designators 111X (Surface Warfare), 112X (Submarine Warfare), 113X (Special Warfare/SEAL), 114X (Special Operations), and 13XX (Naval Aviator/Naval Flight Officer).

For FY-19, there are 30 planned quotas: Surface Warfare-9; Submarine-8; Special Warfare/Special Operations/Explosive Ordnance Disposal-3;

Aviation-10. Details of quotas by degree program/subspecialty and warfare areas are listed in the NAVADMIN, and additional information can be found on the Navy College Program's GEV Web page at <http://www.navycollege.navy.mil/resources/gev.htm>.

Some restrictions apply and enrollment in the program carries a service obligation of three times the number of months of education completed, with a minimum of 24, and a maximum of 36 months. Officers completing a degree using GEV should expect to serve one tour in a subspecialty billet not later than the second tour following graduation. OPNAVINST 1520.37B contains additional information on specific program requirements. Interested officers should submit written requests to their detailer, per the current NAVADMIN and OPNAV instructions.

Program-specific GEV questions should be addressed to GEV Program Manager Bryan Gromer at (850) 473-6061, DSN: 753 or via email at bryan.gromer@navy.mil.

For those not qualifying for the GEV program, educational assistance may be available through the Tuition Assistance program, G.I. Bill or other graduate education programs as listed on the Navy College website at <http://www.navycollege.navy.mil/> or through the Navy College Virtual Education Center at 877-838-1659.

Get the latest VOLED information by following Navy Voluntary Education on Facebook at <http://www.facebook.com/NavyVoluntaryEducation/>.

"The GEV program allowed me to stay in the cockpit and on career path in the Navy while broadening my skillset."

-Lt. Chris Kohlskelley, CVW-8



/Government Ethics Corner

/Gambling

March Madness is almost here! For those who don't follow the annual NCAA college basketball tournament, but understand references to old Mad Max movies, it's kind of like Thunderdome:

68 teams enter, 1 team leaves

There is always lots of attention given to the tournament brackets, and the process of picking winners. Warren Buffet once offered a billion dollar challenge for someone to register a perfect bracket. A pretty safe bet; according to one on-line source, the odds of correctly picking the winner of every game in the Tournament (63 total games) start out at about "1 in 9.2 quintillion."

By some estimates, more than 50 million people will participate in office pools for the NCAA Tournament. But ... if money is involved, this is considered gambling and is not permitted in the Federal work place. Both DoD's Joint Ethics Regulation (DoD 5500.07-R), and OPM regulations (5 C.F.R. §735.201) state:

While on Government-owned or leased property or on duty for the Government, an employee shall not conduct or participate in any gambling activity, including ... conducting a lottery or pool, [or] participating in a game for money or property.

So, if you are planning on an office pool, make it for bragging rights and not money.

Should you have any questions, or like additional information, talk to your friendly Ethics Counselors in the CNATRA Legal Office.



/Equal Employment Opportunity Notes

/Preventing Unlawful Harassment

All Department of Navy personnel, military and civilian, are entitled to work in an environment that is free from unlawful discrimination. Harassment is detrimental to our mission and our people.

A "hostile work environment" is a form of harassment. It is demonstrated by such severe or pervasive conduct that permeates the work environment and interferes with an employee's ability to perform his or her job. Harassing behavior can include derogatory or offensive statements, jokes, posters, emails, texts, unwelcome comments, and touching.

Q. Isn't it OK to tease someone a little, or kid around, if no offense is intended?

A. When you tease or joke about someone's disability, or race, or color, or religion, or gender, you could be contributing to an unlawful hostile work environment, regardless of whether there is intent to be offensive. And what may seem harmless to some may not seem harmless to others. Hostile work environments are often created over time; what may start out as simple teasing or joking may continue and actually grow worse. Unprofessional conduct needs to be identified and corrected as it occurs.

Don't assume that someone else knows about problematic conduct. There are numerous means by which to report unlawful harassment, including using the chain of command, CMEOs, HR and EEO representatives, and hotlines. We all share the responsibility to keep discriminatory behavior out of the NATRACOM workplace.

/Civilian Personnel Notes

/Alternative Dispute Resolution

Alternative Dispute Resolution (ADR) is an option for those wishing to resolve disputes and problems outside of traditional methods, including grievances, Equal Employment Opportunity (EEO) complaints, and/or litigation. ADR offers the chance to let the parties work out a mutually agreeable resolution.

Mediation is the most commonly used process in the DON Workplace ADR Program. The mediation process uses a neutral third person to facilitate resolution of a dispute between two or more people. It helps disputing parties reach a mutually acceptable and voluntary agreement by providing a confidential, informal, private, non-adjudicative and non-adversarial process. Unlike an arbitrator, a mediator does not make decisions or force a decision on any party to the dispute. Instead, the mediator assists the participants

with identifying issues, fostering joint problem solving, and exploring settlement opportunities in a neutral environment.

The DON is always looking for individuals who are interested in becoming DON-certified mediators. There are no specific grade or occupation requirements. Rather, mediators need to have active listening skills; be able to work with people in stressful situations; respect and adhere to confidentiality requirements; and demonstrate neutrality, trustworthiness, and non-judgmental communication behaviors. If interested, talk to your supervisor and contact the NATRACOM HR Specialist regarding the training required to become a DON-certified mediator.

Additional resources are available online at <https://www.secnav.navy.mil/ADR/Pages/default.aspx>.

Source: DON Office of Civilian Human Resources Brochure, Become a DON Certified Mediator

/Congratulations, CNATRA Civilians of the Quarter

Congratulations to to Leslie Apostol, Senior Civilian of the Quarter and Ruth Patterson, Civilian of the Quarter. Both are recognized for their hard work and dedication during the fourth quarter, 2018.



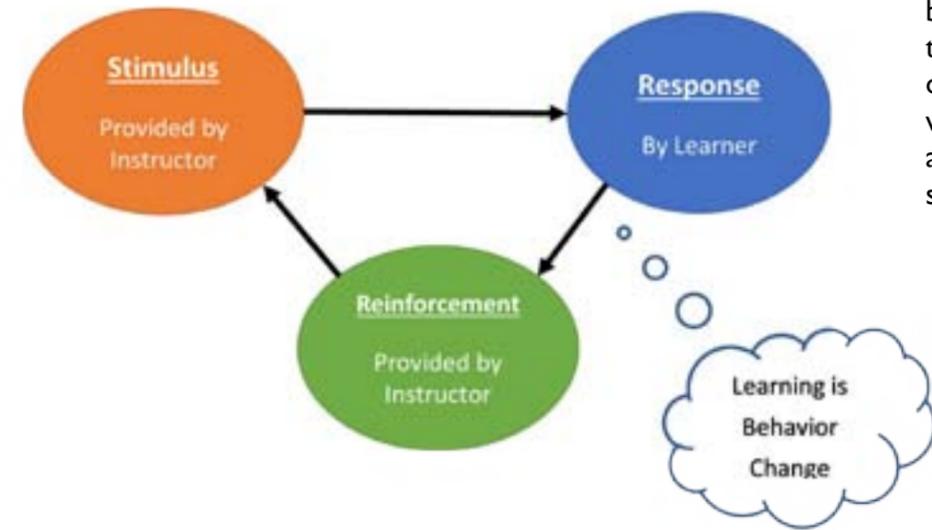
/ N7 MISSION

To plan, analyze, design, implement, evaluate, and maintain the training that safely delivers the world's finest combat quality aviation professionals.

/ INSTRUCTIONAL SYSTEMS DESIGN IN THE NATRACOM

The NAVEDTRA 134 Navy Instructor Manual Chapter 4's topic is the Principles of Learning. While recognizing that there are numerous theories on learning it focuses on behaviorist and constructivism. The behaviorist theory is one that is traditional and time-honored. The behaviorist model of instruction is one of the most common forms of teaching used today, and is often referred to as Instructor-Led Learning (ILL). Behaviorists are often associated with direct instruction, much as one would see in an instructor-led classroom. Behaviorists typically work to establish the pedagogic process within the learning environment by introducing a stimulus (question, problem, riddle, etc.) and awaiting a response in the students' behavior. As such, much of the teaching-learning exchange in this modality is conducted through a system of structured lessons that provide detailed outlines of the lesson's objectives and expectations prior to instruction.

Figure 1. Behaviorist Theory



Navy instruction is traditionally driven by the behaviorist learning theory, where the instructor engages the students in an ongoing-exchange of questions and answers with the goal of developing in the students a more comprehensive understanding of the subject matter as the lessons progress.



/ Virtual Reality (VR) Simulators at Training Air Wings 1 and 2

The students in the pictures may look like they are playing a video game but what they are actually doing is deliberate practice, or self-directed study. While VR sims are not a replacement for full motion simulators they are a way for students to enhance their study time.

/ N7 Word of the Day

Andragogy. The method and practice of teaching adult learners. Malcolm Knowles in "The Adult Learner" (1973) popularized the term andragogy, a term referring to a set of core principles that apply to adult learning. In his early work, Knowles drew attention to factors that distinguished adult learning (andragogy) from child learning (pedagogy).

/ Pipeline Training Officer in the Sound booth

Right: Lt. Cmdr Jason Fogel is in the soundbooth providing voiceover narration for newly generated 360-degree video T-6A training content. Providing 360-degree video training content will be available to students in various media to include virtual reality headsets that can be used for self-directed self-study.



/A Learning Organization

The Fifth Discipline: The Art and Practice of the Learning Organization (Senge 1990) is a book by Peter Senge (a senior lecturer at MIT) focusing on group problem solving using the systems thinking method in order to convert companies into learning organizations. In addition to “disciplines,” which Senge suggests are beneficial to what he describes as a “learning organization,” Senge also posits several perceived deleterious habits or mindsets, which he refers to as “learning disabilities.”

The Learning Disabilities are: I am my position, the enemy is out there, the Illusion of Taking Charge, the Fixation on Events, the Parable of the Boiling frog, the Delusion of Learning from Experience, and the Myth of the Management Team.

In discussing “The Illusion of Taking Charge”, Senge says

Being “proactive” is in vogue. Managers frequently proclaim the need for taking charge in facing difficult problems. What is typically meant by this is that we should face up to difficult issues, stop waiting for someone else to do something, and solve problems before they grow into crises. In particular, being proactive is frequently seen as an antidote to being “reactive”—waiting until a situation gets out of hand before taking a step. But is taking aggressive action against an external enemy really synonymous with being proactive?

...All too often, proactiveness is reactivity in disguise. Whether in business or politics, if we simply become more aggressive fighting the “enemy out there,” we are reacting—regardless of what we call it. True proactiveness comes from seeing how we contribute to our own problems. It is a product of our way of thinking, not our emotional state



/N7 Shipmate in the Spotlight

Congratulations to Rene Sanchez, TIMS Operations Manager. Capt. Hnatt presented him with the Senior Civilian of the Quarter, 4th Qtr, for N7. Way to go, Rene!

/Happy Valentine's Day! N7 started off Valentine's Day celebrating with a heartwarming breakfast. It is always a happy time here at Hangar 42, as N7 comes together, and fellowship, and mingle with our co-workers - always makes for a fabulous day! If you weren't able to join us, hope to see you next time.



WOMEN'S HISTORY MONTH

MARCH



VISIONARY WOMEN:
CHAMPIONS OF PEACE
& NONVIOLENCE



EL CENTRO, Calif. (Feb. 7, 2019) Capt. Eric Doyle, flight leader and commanding officer of the U.S. Navy Flight Demonstration Squadron, the Blue Angels, and Lt. James Haley, right wing pilot, fly over Imperial Valley during a winter training flight over Naval Air Facility (NAF) El Centro. The Blue Angels are conducting winter training at NAF El Centro, California, in preparation for the 2019 show season. U.S. Navy photo by Mass Communication Specialist 2nd Class Christopher Gordon