

CNATRA

HQ COMMUNICATOR

JULY 2019

FAIR WINDS & FOLLOWING SEAS, ADMIRAL

CNATRA to conduct Change of Command

MAKING OUR MARK

A closer look at the Naval
Aviation Trademark Program

22-U GIVES MARINES, NAVY TRAINING BOOST

MATSG-22 maximizes student pilots'
time in preparation for Primary

/ 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? There are several ways to submit your suggestions to Rear Adm. Harris or COS:

1. Go to: <https://adss.navy.mil/applications/00sb.aspx>
2. Visit www.cnatra.navy.mil and click on "Contact" then "Contact Us" to find a link to the suggestion box.
3. Use the link on the SharePoint portal.
4. Use the suggestion box at the CNATRA quarterdeck.

/ ON THE COVER

MILTON, Fla. -- Chief of Naval Air Training Rear Adm. Gregory N. Harris prepares for a training flight in a T-6B Texan II aircraft at Naval Air Station Whiting Field, Fla., April 1. *U.S. Navy photo by Lt. Michelle Tucker.*

/ COMMAND INFO

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SAFETY/ORM: Dave Watson	Rm 310
SARC: Pat Capitan	(361) 523-3580
SECURITY MGR: James Pitts	Rm 226
DoD Safe Helpline:	(877) 995-5247

/ JULY IN NAVAL AVIATION HISTORY

July 1, 1911 - Designer Glenn Curtiss makes the first flight in the Navys first aircraft, Curtiss A 1, at Lake Keuka, NY, and prepares Lt. Theodore G. Ellyson, the first Naval Aviator, for his two A 1 solo flights.

July 2, 1926 - The Distinguished Flying Cross is authorized by Congress. The first Naval Aviator to receive the Distinguished is Lt. Cmdr. Richard E. Byrd for his flight to the North Pole on May 9, 1926.

July 10, 2007 - A U.S. Marine Corps V-22 Osprey lands on the British light aircraft carrier HMS Illustrious (R 06) during test exercises. This landing is the first time the vertical-takeoff-and-landing tilt-rotor had operated from the deck of a foreign warship.

July 14, 1955 - The first flight of jet-propelled Martin P6M seaplane is completed at Baltimore, Md.

July 15, 1943 - TBF aircraft from (VC 29) from USS Santee (CVE 29) sinks German submarine (U 509) south of the Azores.

July 16, 1957 - An F8U IP Crusader (Bu#144608), piloted by Maj. John H. Glenn, Jr., USMC, breaks the transcontinental speed record by crossing the country from Los Alamitos, Calif., to Floyd Bennett Field, N.Y., in three hours and 22 min., 50.5 sec. for an average speed of 723.517 mph. This is the first upper atmosphere supersonic flight from the West Coast to the East Coast.

July 20, 1969 - Former Navy pilot Neil Armstrong is the first man to set foot on the moon, saying "That's one small step for (a) man, one giant leap for mankind." Armstrong is Commander of Apollo 11, which during its 8 day mission lands on the Sea of Tranquility. Michael Collins is the Command Module Pilot and Edwin Buzz E. Aldrin Jr., is the Lunar Module Pilot.



Courtesy photo

Hyfi sends...

Team,

As this is the final HQ Communicator prior to the Change of Command I wanted to take a moment to thank all of you throughout the NATRACOM for all you do. It has been an honor and privilege to work alongside each and every one of you over the last year. I never cease to be amazed at the quality of the work, the level of effort, and the genuine sense of mission I see throughout all aspects of our command. Please continue to help produce the world's finest Naval Aviators, Naval Flight Officers, and Aircrewmen.

Thank you all for making the Harris family feel welcome and for making this tour one of the most memorable and enjoyable for us. Please continue to take care of yourselves, take care of each other, and let yourselves be taken care of when necessary. All the best to you and your families.

Cheers, Hyfi



*Chief of Naval Air Training
requests the pleasure of your company
at which
Rear Admiral Gregory N. Harris, USN
will be relieved by
Rear Admiral Daniel W. Dwyer, USN
on Friday the twenty-sixth of July
at nine o'clock
Hangar 42,
Naval Air Station Corpus Christi*

*R.S.V.P by 16 July 2019
POC: Lt. James Babkiewicz
(361) 961-2672*

*Uniform of the Day/
Green Flight Suit
w/Blue T-shirt
Civilian: Texas Casual*



MILTON, Fla. U.S. Coast Guard Capt. Mark Johnson, left, commanding officer of Training Squadron (VT) 2, Chief of Naval Air Training Rear Adm. Greg Harris, right, and two student naval aviators walk out to the flightline in preparation for a formation training flight in T-6B Texan II aircraft at Naval Air Station Whiting Field, April 1. U.S. Navy photo by Lt. Michelle Tucker

Making Our Mark: Naval Aviation Trademark Program

By Anne Owens and Lt. Michelle Tucker

CORPUS CHRISTI, Texas –The day a Navy or Marine Corps aviator receives their Wings of Gold is a day they will never forget. It's the culmination of months of rigorous training. From their very first solo flight, to water survival training, and all the way through advanced training – those wings are truly earned.

A single fouled anchor, surmounted by a shield with 13 stripes, centered on a pair of wings. Those distinctive Wings of Gold represent proficiency and professionalism. They personify Naval Aviation, and that's why they, along with various other symbols, are protected by the Naval Aviation Trademark Program (NATP).

The NATP was established in 2011. It seeks to protect and control the use of Naval Aviation's unique marks including naval aviator insignia, naval flight officer insignia, naval aircrewman insignia, squadron logos, the Navy Flight Demonstration Squadron "Blue Angels" crest and script, and even the iconic blue-and-gold paint scheme of the Blue Angels jets.

"It's important to note the trademark and licensing program covers all squadrons across the



PHILADELPHIA Navy wide receiver Terrance Laster, right, congratulates Navy running back Malcolm Perry on his touchdown in the second quarter of the 118th Army-Navy Game in Philadelphia Dec. 9, 2017. DoD photo by EJ Hersom

fleet," said Joel Bouvé, associate counsel for Chief of Naval Air Training and program coordinator for the NATP. "This includes the Navy Fighter Weapons School in Fallon, Nevada, commonly known as "TOPGUN," and even the star and stripes that appear on every aircraft in the Navy's inventory, known as the U.S. military aircraft national insignia."

The NATP allows commercial vendors to apply for an official license to sell merchandise or products that feature Navy trademarks. Through the licensing process, the

NATP ensures that the proposed use is consistent with Navy values, upholds quality workmanship, and ensures compliance with U.S. Department of Labor requirements. Funds generated from royalty collection help pay for the operation of the Navy's program, as well as supplementing the Morale, Welfare and Recreation (MWR) program to support Sailors and Marines, and their families.

"The majority of our licensees have stated having official licensing has increased the legitimacy of their products, which has led to increased



sales” Bouvé said. “The licenses help safeguard that officially licensed products with our marks represent the Navy in an appropriate way.”

Product lines that feature Navy trademarks run the gamut from apparel and books to chocolate and coffee. In 2016, a video game called “Ready, Break!” was released under the program. The game gives players firsthand experience flying a virtual Blue Angels jet. Last year, the NATP issued

its first food licenses to DeLuna Coffee International and The San Francisco Chocolate Factory. In fact, these were the first licenses of their kind to be issued for the Navy Trademark and Licensing Program. In addition, Revell, a model airplane

company, also released products featuring Navy trademarks in conjunction with the premier of the movie “Welcome to Marwen” starring Steve Carell. This year, the State of Florida will introduce

“The licenses help safeguard that officially licensed products with our marks represent the Navy in an appropriate way.”

*- CNATRA Associate Counsel
Joel Bouvé*

a new specialty license plate featuring the Blue Angels’ signature Delta formation. Other licenses include toys, jewelry, watches, glassware, luggage, and even Blue Angels cologne.

In all, program managers have issued more than 300 licenses, of which more than 100 are specific to Naval Aviation. The program’s reach extends beyond merchandising – it serves as a recruiting tool for those considering a career in the Naval Aviation community, both active



duty and Navy Reserve. In 2011, the Indianapolis 500 Motor Speedway race celebrated the Centennial of Naval Aviation (CoNA), prominently placing the CoNA logo on its race cars, reaching a massive audience and bringing Naval Aviation to the heart of America. During the 2017 Army-Navy football game, players from the Naval Academy in Annapolis, Maryland, donned helmets that featured the Blue Angels’ signature delta formation, in addition to uniforms and footwear with the Blue Angels crest. That same year, St. Louis Blues’ goalie Jake Allen paid homage to the Blue Angels with a custom-painted mask featuring their iconic blue and yellow Hornets. He wore it during a game against the Arizona Coyotes, which received NHL Network and ESPN coverage. This year the State of Florida is set to offer a license plate that honors the Blue Angels in their home state.

A full list of Naval Aviation trademarked merchandise is available at <https://www.blueangels.navy.mil/assets/docs/resources/trademark-merchandise.pdf>. For more information about becoming official licensed Naval Aviation vendor, or to apply for a license, contact Joel Bouvé, associate counsel, Chief of Naval Air Training at (361) 961-3510/1839 or joel.bouve@navy.mil.

For general information about the Navy Trademark Program, visit <https://www.navy.mil/trademarks/intro.html>



MEDITERRANEAN SEA (April 30, 2019) Aviation Boatswain’s Mate (Equipment) Airman Apprentice Francisco Romero, left, and Aviation Boatswain’s Mate (Equipment) Airman David Rodriguez prepare to launch a C-2A Greyhound from the “Rawhides” of Fleet Logistics Support Squadron (VRC) 40 from the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). U.S. Navy photo by Mass Communication Specialist 3rd Class Garrett LaBarge.

Independence Day Celebration

July 3, 2019

4:00 pm - 9:00 pm

Sunfish Beach

FIREWORK SHOW!

Fireworks estimated to start at Dusk

(Approximately 8:45 pm)

FREE EVENT!

Family Fun! Inflatables, Water Activities,

Kayaks, Pedal Boats, Paddle Boards,

Petting Zoo & Pony Rides

from 4:00 pm - 8:00 pm.

Food Vendors Selling their Signature Foods!

Open to all that have NAS Corpus Christi Base Access!

Food & Beverages Available for Purchase!

For more information, please call 961-1293.



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MATSG-22 University Gives Student Pilots the Tools to Succeed

By 1st Lt. Pawel Puczko

CORPUS CHRISTI, Texas – Marine Aviation Training Support Group (MATSG) 22 has been enhancing its MATSG-22 University (22-U) program, which prepares student pilots for Primary Flight Training before they even begin the training pipeline.

The flight-training syllabus is extremely challenging, and is physically and mentally demanding. Student pilots go through Initial Flight Screening (IFS) and Aviation Preflight Indoctrination (API) in Florida before they spend any time in their Primary Flight Training aircraft, the T-6B Texan II. Due to limited class sizes and instructor availability, students are not always

able to begin Primary immediately after they finish API. Marine Col. Carlton Hasle, prior commanding officer of MATSG-22, created 22-U to best utilize the time that Marines aboard Naval Air Station (NAS) Corpus Christi have while waiting to start Primary Flight Training.

The original purpose of 22-U was to provide Marine flight students with a basic knowledge and foundation for the T-6B Texan II, the Primary Flight Training aircraft. The program also kept those Marines in a flight-training mindset, providing material to review and removing the gap in training.

“We would come in every morning

and review material,” said 1st Lt. Josh Weeden, a student instructor for 22-U. “It started with very basic reviews and the hopes that the students doing 22-U would retain the information and not have to worry about starting Primary Flight training completely blind.”

The majority of the 22-U program was guided by Marines further in the flight-training pipeline and who had already completed Primary Flight Training. Students were expected to have a very basic understanding of the T-6B aircraft’s systems and memorize the emergency procedures, which is expected of them at the beginning of simulator flights in Primary Flight Training.

In June of 2018 Col. Bret Ritterby took over command of MATSG-22 and showed an immediate interest in the potential behind the 22-U program. Through his guidance, the 22-U program developed



CORPUS CHRISTI, Texas

Instructor pilot Marine Capt. Bryan Watkins and student pilot Marine 2nd Lt. Samuel Wheatley perform a preflight inspection prior to Wheatley's first flight in a T-6B Texan II aircraft, June 13. U.S. Marine Corps photo by 1st Lt. Pawel Puczko

a four-week guided syllabus, a supplemental precursor to Primary. Several changes were put into place to expand the 22-U program to allow maximum participation and information prior to the start of actual training.

“Since I have been here, we have opened up the 22-U program to the Navy side allowing our brothers and sisters to take advantage as well,” said Ritterby. “We have also made an effort to increase participation from instructor pilots in the squadrons. This helps take the information reviewed out of the books and into the context of what to actually expect through the eyes of an instructor pilot.”

The current 22-U syllabus reviews all the aircraft systems, which are introduced by an instructor pilot and expanded upon by other students. It ensures students

understand and memorize all the emergency procedures as well as limitations of the aircraft. Student instructors cover the Naval Air Training and Operations Procedures Standardization (NATOPS) Brief, which students need to have memorized prior to their first flight. They also schedule a time for the students to visit a static T-6B trainer, receive a demonstration of a full preflight inspection on an actual T-6B, and visit NAS Corpus Christi’s air traffic control tower.

The most recent changes to the program have been the ability for Navy student pilots from Training Air Wing (TW) 4 to be able to take the 22-U class. Over the last few months the number of Marines waiting to start Primary Flight Training has decreased, which has allowed Navy students to join the classes while 22-U instructors are able to maintain the same class sizes.

“We have also made an effort to increase participation from instructor pilots in the squadrons. This helps take the information reviewed out of the books and into the context of what to actually expect through the eyes of an instructor pilot.”

*- MATSG-22 Commanding Officer
Col. Bret Ritterby*

The final step before any student can officially complete the 22-U program is a course critique. Students answer a series of



CORPUS CHRISTI, Texas Commanding Officer of MATSG-22 Col. Bret Ritterby speaks to the current class of MATSG-22 University (22-U) on what to expect from Primary Flight Training, June 17. U.S. Marine Corps photo by 1st Lt. Pawel Puczko



CORPUS CHRISTI, Texas Instructor pilot Marine Capt. Bryan Watkins straps in his safety harness as student pilot Marine 2nd Lt. Samuel Wheatley reviews his Cockpit checklist prior to Wheatley's first flight in a T-6B Texan II aircraft, June 13. U.S. Marine Corps photo by 1st Lt. Pawel Puczko

questions to help leadership at MATSG-22 see the results of the 22-U program. Two of the questions on that course critique have played a major role in the success of the course. The questions ask what other information would be helpful and what students would change about the course.

Students' inputs have allowed MATSG-22 to shape the course over time and continues to drive its development.

"A big asset to training would be to have access to the simulators, getting students hands-on experience, and develop muscle memory for the foundation which they are developing here," said Executive Officer of MATSG-22 Lt. Col. Michael Saddler. "The instructors of 22-U are doing a phenomenal job at introducing the

syllabus, but more time around the aircraft, demonstrational videos, and audio recordings of airborne communications would be the next step to enhance their training."

The results of the course critiques were overwhelmingly positive. It is clear the individuals taking the course have benefited from 22-U and have at least begun training with a better understanding and foundation to build upon. This all translates into student pilots being able to retain more information earlier in their training, which could lead to safer flights and students being able to complete the Primary phase of flight training faster.

Through the work of the students in the course, the student instructors, instructor pilots, and MATSG-22, the 22-U program has grown to be an invaluable asset setting

up the Marine and Navy student pilots for success in flight training and in their careers. This relatively new program is still evolving and everyone involved is working diligently to maximize the potential of the syllabus.

"Currently 22-U is aimed at students waiting to start Primary Flight Training in the T-6," said Ritterby. "The future goals of 22-U would be to eventually create a syllabus to expand it to individuals who may be waiting to start Advanced Flight Training here. We would want to be able to provide that same leg up for anyone going to the Advanced Strike or Multi-Engine Pipeline if they had the time without interrupting their start dates. That is the next logical phase for what 22-U should become." 🚀

Training Air Wing 2 Changes Command

By Anne Owens

CORPUS CHRISTI, Texas -- Training Air Wing 2 held a change of command ceremony June 21 aboard Naval Air Station Kingsville, Texas.

Capt. Brett "Ned" Lassen relieved Capt. Richard "Gash" Rivera as commodore of Training Air Wing 2.

"I'm excited to get back to my roots within Naval Aviation here at Training Air Wing 2," Lassen said. "Training our Navy and Marine Corps jet pilots is a great honor. Providing these skilled aviators the nation needs right now is an important job. Capt. Rivera is leaving me with an incredible team of instructor pilots and support staff and together we will continue to forge our nation's best and brightest into the next generation of naval aviators."

Chief of Naval Air Training Rear Adm. Gregory Harris served as the guest speaker during the event and presented an award to Rivera, who will retire. Rivera received the Legion of Merit for exceptionally meritorious conduct while serving as commodore of Training Air Wing 2. His efforts resulted in the safe completion of 21 detachments, more than 60,000 flights, and the qualification of 243 new aviators.

"It has been an absolute honor to work with a professional like Capt. Rivera," Harris said. "He has had a significant positive impact on both the wing and its squadrons during his tour. He has been a champion for aviation safety and for developing a warrior spirit that will be his legacy here."

Rivera retires following a 25 of naval service that started with his graduation from the Naval Academy in Annapolis, Maryland, 1994. Rivera has completed more than 3,500 flight hours with 3,000 hours in the F/A-18A-F Hornet and 819 carrier-arrested landings.

"I'm so fortunate to have been able to spend my last tour in the

"Seeing these incredible aviators earn their Wings of Gold is really special and is something I'll never forget."

- Capt. Richard Rivera, former CO, TW-2

Navy teaching the future aviators of the fleet," Rivera said. "Seeing these incredible aviators earn their Wings of Gold is really special and is something I'll never forget. We've made a lot of improvements during my time here, especially as it relates to aircrew safety. As I pass the reigns to Capt. Brett Lassen I know he will continue to lead the Wing to produce the world's finest aviators."

Training Air Wing 2 is responsible for providing Strike and E-2/C-2 training to student naval aviators with the "Fighting Redhawks" of Training Squadron 21 and the "Golden Eagles" of Training Squadron 22. More than 120 Navy and Marine Corps instructor pilots make up the two squadrons and award Wings of Gold to more than 130 naval aviators each year. 



KINGSVILLE, Texas Capt. Richard Rivera (right) returns a salute from Capt. Brett Lassen (center) during a change of command ceremony aboard Naval Air Station Kingsville. Rivera turned over command of Training Air Wing (TW) 2 to Lassen. Chief of Naval Air Training Rear Adm. Gregory Harris (left) served as the guest speaker. U.S. Marine Corps photo by 1st Lt. Pawel Puczko



DON OEEEO QUICK GUIDE

Disability Etiquette

In the workplace, respecting one another and practicing good etiquette are fundamental to a positive and productive professional environment. When interacting with individuals with disabilities, the general rules of etiquette also applies; however, below are some specific tips that may arise when interacting with individuals with disabilities:

Encouraged Actions

- ✔ **Be mindful**; think before you speak, and show that you are actively inclusive in your actions.
- ✔ Put the **person first**: say "individual with a disability" instead of "disabled person."
- ✔ If someone asks you to assist and you are unsure of what to do, feel free to **seek clarification**.
- ✔ **Ask first** before opening doors or providing any other type of assistance.
- ✔ **Speak directly to an individual** with a disability, not to the interpreter or attendant.
- ✔ **Respect an individual's privacy** regarding his/her disability.
- ✔ **Respect an individual's personal space**.
- ✔ **Try to sit at the same level** when talking to an individual in a wheelchair or scooter. If this cannot be done, stand at a slight distance so that he/she does not have to strain his/her neck.
- ✔ When **introducing an individual** who is visually impaired or blind to a group of people, try to **do so in an organized manner** by stating the person's name as well as their role.
- ✔ When walking with an individual who uses a cane or service animal, be sure to **walk on the opposite side of the cane or animal**.
- ✔ When guiding an individual who is blind or has vision impairment, be sure to **describe the setting and note any obstacles**. For example, "we are approaching a flight of stairs going up one floor."
- ✔ If providing directions to an individual who is blind or has vision impairment, be sure to **give non-visual cues**, such as "go to the end of the aisle and make a left."
- ✔ When communicating with an individual who is deaf or has hearing impairment, follow the **person's cues to find out if he/she prefers sign language, gesturing, writing or speaking**. In addition, make sure to get his/her attention first before attempting to communicate.

Actions to Avoid

- ✗ **Do not ask personal questions about a person's disability**.
- ✗ **Do not make individuals into disability heroes or victims**; treat everyone as individuals first. Adjusting to a disability requires adapting to a lifestyle, not courage.
- ✗ **Do not use outdated and negative terms** such as "handicapped," "crippled," "retarded," "physically challenged," "differently abled," "victim" or "sufferer."
- ✗ **Do not assume** that an individual with a disability **needs assistance**.
- ✗ **Do not assume** that everyone with a certain type of disability has the **same limitations**.
- ✗ **Do not decide for individuals with disabilities regarding whether they can participate** in workplace activities due to limitations. Excluding individuals from equal work and opportunities is discriminatory by presuming that they cannot perform the task or participate.
- ✗ **Do not touch** a person's wheelchair, scooter, cane, or service animal without asking.

If you have any questions, please contact Meena Farzanfar, Department of the Navy Disability Program Manager, at meena.farzanfar@navy.mil or (202) 685-6238.

It's time we take our focus off disabilities, and place it on capabilities, so we can see the person first.

Robert M. Hensel - Ability



POLITICAL ACTIVITIES

1. All DoD personnel, service members, and civilian employees alike, swear an oath to protect and defend the Constitution of the United States. Those of us privileged to serve our nation, in and out of uniform, in the DoD must be the epitome of American values and ethics. Our mission, to protect and defend the nation, is apolitical.

2. DoD has a long-standing policy of encouraging its personnel to carry out the obligations of citizenship, which includes permitting certain political activities. However, our policy and tradition also limit active partisan political activities or actions that could appear to imply DoD sponsorship, approval, or endorsement of a political candidate, campaign, or cause. All service members should familiarize themselves with our policy in DoD directive 1344.10. While many civilian DoD employees may take an active part in certain political activities, the extent and nature of their participation is limited by the Hatch Act and DoD policy. Regardless of whether civilian employees may engage in political activity, they may never engage in such activity while on-duty or in a federal building.

3. I call on leaders at all levels in the department to reinforce the apolitical nature of military and

civilian service and professionalism, while ensuring all personnel remain free to exercise the responsibilities of citizenship as laws and regulations allow.



ATLANTIC OCEAN Personnel Specialist Seaman Samantha Braband, bottom right, spots Boatswain's Mate Seaman Caleb Jones, during a vertical replenishment exercise aboard the Arleigh Burke-class guided-missile destroyer USS Carney (DDG 64), June 24, 2019. U.S. Navy photo by Mass Communication Specialist 1st Class Fred Gray IV

Navy Announces Spouse Licensure and Certification Reimbursement Policy

From Chief of Naval Personnel Public Affairs

WASHINGTON (NNS) -- As part of ongoing Navy Family Framework efforts to expand and improve the experience for spouses, Navy announced Sailors may be reimbursed up to 500 dollars for state licensure and certification costs of a spouse arising from relocation to another state due to a permanent change of station (PCS) move in NAVADMIN 134/19, June 24.

The spouse licensure reimbursement is the latest in a series of Navy Family Framework efforts to improve the experience for Navy spouses and families.

“Under this new policy, members may be reimbursed up to 500 dollars for qualifying relicensing costs of their spouses if they meet all the required conditions,” said the Lead for Navy Family Readiness Programs Policy, Perry Christiansen.

Members are eligible for reimbursement of spouse relicensing costs if they meet the following requirements:

- The member is reassigned, either as a PCS or permanent change of assignment from a permanent duty station (PDS) in one state to a PDS in another state
- The PCS movement of the member’s dependents is authorized
- The spouse was employed in a profession requiring certification at the PDS in the previous state
- The spouse is required to obtain re-certification for the same profession at the PDS in the new state
- Completion of the relicense or certification was successful
- For those families returning from overseas, the license from the last state held prior to the overseas tour may be used as long as the new assignment is in a different state

This reimbursement policy is effective as of Dec. 12, 2017, for PCS orders issued on or after that date.

“This is part of an ongoing effort to show Navy families we are working to expand family support programs and facilitate spouse employment opportunities,” said Christiansen. “In May we released the MyNavy Family



PEARL HARBOR, Hawaii Chief Electronics Technician (Nuclear) Christopher Fendley, assigned to the Virginia-class fast-attack submarine USS Mississippi (SSN 782), greets his family during a homecoming ceremony at Joint Base Pearl Harbor-Hickam. U.S. Navy photo by Mass Communication Specialist 2nd Class Michael H. Lee

app which can be found in the Navy App Locker.”

For complete eligibility information and application procedures, reference MILPERSMAN Article 1754-040: <https://www.public.navy.mil/bupers-npc/reference/milpersman/1000/1700Morale/Pages/default.aspx>. Additionally, to file a reimbursement claim members must submit an encrypted email to MyNavy Career Center at askmnc@navy.mil with claim form SF Form 1164 along with the following documents:

- A copy of the member’s PCS travel settlement voucher DD form 1351-2 indicating state to state member and spouse relocation
- Receipts for costs incurred for license/certification
- Proof of old certification/license
- Proof of new recertification/relicense

The Spouse Licensure Reimbursement policy supports the Navy Family Framework objective to expand and improve the experience for Navy spouses and families. Other efforts include improving family programs and websites, developing an official MyNavy Family website, providing ombudsman registry access to command leadership spouses and increasing the availability of live webinars and self-directed learning activities. 🇺🇸

CNATRA DET Kingsville

Greetings from CNATRA Det. Kingsville. Well, after a gap of a few months, CNATRA Det. Kingsville has a new officer in charge! Welcome Lt. Kevin Sauer. He comes to us from VFA-146 in Lemoore, CA where he served as the MMCO and AMO.



Farewell to Industrial Specialist Sheryl Adams! She is leaving us after only one year at Kingsville. She has done a superb job reporting contractor performance, coordinating multiple construction projects and learning the nuances of Naval Aviation Maintenance. She will be missed. Fortunately, she's not going far; CNATRA Det. Christi will benefit from her skills as a Quality Assurance Specialist!



New Spaces at TW-2

CTW-2 will be relocating in Mid July to newly renovated spaces in building 3741 (Hangar 1, below).



Construction is progressing well despite several issues with roof leaks, which have since been repaired. Building 2741 (below) will be demolished once CTW-2 vacates.



Building 3742 (below) is nearing the end of the mold remediation project. Vertex Aerospace personnel should be re-occupying by the end of July.



CTW-2 Aircraft 200 sporting her shiny new paint scheme!



Photos by Donald English

Microsoft Home Use Program Office 365 NOW AVAILABLE

The Home Use Program (HUP) is an employee purchase program available to CNATRA employees.

It offers Office 365 Home and Personal—premium, up-to-date software—at a discounted rate. CNATRA and NATRACOM employees can access the Office 365 HUP benefit with a valid work email address (xxxx.navy.mil).

There are two options available for purchase Office 365 Home for up to six (6) family users (\$69.99/year) and Office 365 Personal for one (1) user (\$48.99/year). Both subscriptions include Word, Excel, PowerPoint, Outlook, Publisher, Access, OneDrive Service and Skype Service.

If you scroll to the bottom of the webpage, there are four other options to purchase 1-user licenses for Office Professional Plus 2019, Office Home and Business 2019 for MAC, Visio Professional 2019 and Project Professional 2019. These products are single use and are NOT part of the Office 365 version.

Follow these steps to access your benefits:

1. Go to www.microsoft.com/home-use-program.
2. Enter your WORK email address, click on the GET STARTED button.
3. An email will be sent to your work email. The email sender will be from “Account No Reply maccount@microsoft.com”. The email subject line will read, “Check

out this special discount, just for you.”

4. Click on the “Login to start saving” button. IMPORTANT: Do not forward this email to anyone else. The email sent to you contains a unique link for you.

5. You will be prompted to sign in with your personal Microsoft account. If you do not have one, click “Create one” and follow the steps on the screen. Once you register, the Home Use Program benefit will be attached to the registered account. **NOTE: If you have more than one Microsoft account, make sure you remember which account you used for your Home Use Program. This will be the only account that will have access to these benefits.

6. After you sign in, you will be able to see the Microsoft benefits available to you.

7. Click on Buy Now and add the products to your cart.

8. Open the Cart when all of your selections have been made.

9. Select your payment method and click Place Order.

10. You will receive an email associated with your personal Microsoft account. This email will provide you with the receipt and the links to install to your PERSONAL computer.

11. DO NOT INSTALL ON YOUR WORK COMPUTER!

N6/Operations

1. NMCI continues to operate in a degraded state of performance. This is due to the Defense Information System Agency’s (DISA) implementation of Break and Inspect capabilities on the Department Of Defense Information Network (DODIN). PMW-205 and Naval Information Warfare Command (NIWC) expect this effort to continue through the middle of July 2019.

2. NMCI task order FY changes are scheduled for 23-26 August 2019. During this timeframe, modifications to NMCI orders will not be accepted.

N6/Cyber Security

1. CCRI Readiness – Thank you for your continued support in CNATRA’s Cyber Security Readiness Inspection program. Users must remove CAC token from workstation when not actively using the device and never allow anyone to use your CAC to gain access to DON devices. Connecting Personal Electronic Devices to DON computing assets is not allowed for any reason.

2. Remember to conduct spot checks in accordance with CNATRAINST 5510.2 and submit forms through the CNATRA SharePoint portal.

NMCI Service Desk Best Practices

End User Tips

The service desk creates a ticket for every call received, even if it's just a question. Always make sure the agent provides a ticket number. Don't be afraid to ask!

Trouble tickets are our only means of verifying an issue with the vendor. If multiple users are experiencing the same issues, it's imperative that a ticket be opened for each user. The more documentation we have, the better and faster the response we receive from the vendor.

For eVIP issues, POCs calling in to the Service Desk should verify that the agent enters the eVIP's name under the "service recipient" section. This will ensure the ticket is escalated correctly.

Make sure all users are aware of Enterprise Self Service (ESS). The web-based HPSM ticketing system is available for all users to be able to create their own ticket. The key is that a user receives their ticket number when complete, with NO need to call the service desk! ESS website: <https://servman/sm/ess/do>

If you have any issues with ESS or any other vendor service desk issue, please document and email the N63 SvD team at N63_SVD-OS@navy.mil

Safety Stand Down



CORPUS CHRISTI, Texas John Metz, a member of the National Weather Association, speaks during the CNATRA Summer Safety Stand Down at the Catalina Club on base, June 24.



CORPUS CHRISTI, Texas Rear Adm. Greg Harris talks to staff members during the CNATRA Summer Safety Stand Down at the Catalina Club on base, June 24.



CORPUS CHRISTI, Texas Rear Adm. Greg Harris presents a Navy and Marine Corps Commendation Medal to Lt. Cmdr. Andreas Gerbert for his work with the Tailhook Legacy Flight Program, June 24.



CORPUS CHRISTI, Texas Master Gunnery Sgt. Michael Hnyla takes the Oath of Enlistment as he advances in rank joined by his friends and family. Fair Winds and Following Seas, shipmate! Hnyla is heading to MCAS Beaufort, S.C. for his next duty station. *Photos by 1st Lt. Pawel Puczko*



N7 MISSION:



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

From the N7 ACOS

Happy summer to Team CNATRA! We have several “hot irons” in the fire heating up each department and in each wing. The products of our teammates proactively identifying issues and seizing the initiative to improve our processes are eye watering! We continue our solemn task of training the world’s most effective and lethal military air power. Although our local environment endures some short-term resourcing challenges, the global commons continues to remain in a state of flux. “The enemy gets a vote too.” Thankfully, the fruits of your labor are on watch across the globe right now – trained and ready.

90% of all global commerce occurs on the seas. As a maritime force, our duty is to keep the global sear lanes open for commerce. Our level of success directly affects market confidence. That confidence is the elixir of capitalism and an engine for wealth generation of all free nations. Our duty to the nation is to ensure that our Navy and Marine Corps maintain “world class” standards of effective lethality as the military instrument of power. That begins with deployed presence. We are the “credentials” of the Diplomatic, Economic, (and to some extent) Informational instruments. The trust the taxpayers have placed on the success of our mission is a pillar of national strategy. My resourcing friends would call this a “Must have.”

While Team USA might not have ALL of the most capable or the greatest number of weapon systems, our high levels of standards and training continue to tip the odds in our favor in any great power conflict scenario. ANY AND EVERY effort here in the TRACOM contributes to that readiness development.

Aircrew on alert around the globe right now developed their initial skill sets executing the syllabi that YOU are supporting. The most tactically astute aviators on the tip of the spear influencing global events right now were Junior Officers that “slipped the surly bonds of earth” in a T-6 Texan II PRIMARY as Ensigns

and 2nd Lts just a few years ago. Your N7 team has made some significant improvements in the last month that directly influences the training of the officers that will soon be ready to answer the nation’s call. As the ACOS, I’m overwhelmed with pride and am eager to share some examples of our JUNE 2019 accomplishments with the entire enterprise:

1) Syllabus adjustments to the E2/C2 and STRIKE T-45 pipelines that address efficiency (WITHOUT adding risk to proficiency or skill set degradation), improving Instructor availability and aircraft resources.



ATLANTIC OCEAN A T-45C Goshawk training aircraft assigned to Training Air Wing (TW) 2 takes off from the flight deck aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69), June 13. U.S. Navy photo by Mass Communication Specialist 3rd Class James Norket

2) Completed the T-SHARP IPR with CNAF and vendors. I am pleased to report that we are six months away from divesting of TIMS on TRANET at our first pipeline site (TRAWING TWO – DECEMBER 2019). This new corporate management system is on track to be in place across all wings 12 months from now. The (long-delayed) T-SHARP contract was awarded last winter and the development is halfway complete! We look forward to ensuring the daily network instability issues become a thing of the past as the training specialists and systems engineers finish the build and prepare for roll-out!

3) Pilot Training Next (PTN): Our two SNA's are continuing to perform well at Randolph AFB (San Antonio) as they near completion of this "Proof of Concept" undergraduate flight training and prepare to begin their STRIKE training in Kingsville. We are expecting volumes of lessons-learned from our two instructor pilots currently teaching the course as we endeavor to implement our own version of a T-6B Primary PTN-style "Proof of Concept" course using advanced technological capabilities supporting a skills-based-attainment syllabus model in OCT 2021 here at NAS Corpus Christi.

4) BZ to Paddles and the TW-1 and TW-2 teams for the flexibility and resilience required completing this months' Carrier Qualification stage. Working from Cecil Field, our team recently qualified 32 Student Naval Aviators and six instructors aboard USS Dwight D. Eisenhower.

To all of my CNATRA shipmates, THANK YOU for the continued initiative, tenacity, and leadership supporting our nation with unmatched zeal. Keep having a GREAT summer - I remain extremely proud to serve with you!
~Bug 🇺🇸

Bravo Zulu!

Rodney Wermers is an Education and Training Technician who works as part of the TW6 site support team. He has a vast know of all TIMS applications and is an outstanding trainer. His expertise is called upon on a daily basis to resolve support issues. Additionally he has been integral to the wings mission accomplishment by mapping new instructor and student syllabi events to qualifications, he resolves access to CAI and MIL events, pre-requisites, overscheduling, CMIDB resync issues, as well as assisting instructors with submission of flight records and gradesheets. In recognition of his efforts he was awarded an on the spot time off award. We say well done, and Bravo Zulu Rodney!



Daniel Ortiz is a Training Technician who works as part of the TW4 Site Support team. He provides training and support to the students, pilots, instructors, and staff of TRAWING 4 and their Squadrons. The support he provides varies from critical work stoppage issues to more simple common network connection issues. Mr. Ortiz provides reassurance and outstanding customer support; he has established a strong rapport with the instructors, students, and staff. On example is of a student receiving an error of "user unknown to database" when trying to login to the CAI Test server. This issue prevented the student from progressing through their syllabus. In detective like fashion, Mr. Ortiz conducted fault isolation to identify the root cause, which was an EDIPI conflict in the database which he resolved and restored the student to

normal progression - Just one of many issues in the normal workday for our Training Technicians. For his outstanding work, Mr. Ortiz was award a monetary On the Spot Award. We say well done, and Bravo Zulu Daniel!



N7/Hails and Farewell

All hail, **CDR Danny “WAD” Westphall!**

WAD recently turned over command of the VFA-103 “Jolly Rogers” deployed with Carrier Air Wing Seven on USS Abraham Lincoln (CVN72) and is engaged in his T-45 Strike qualifications with TW2 at NAS Kingsville. He brings a wealth of relevant



experience to the N7 shop having deployed flying the E-2C, F/A-18C, and the F/A-18F (commanding). WAD was also a T-45 Instructor pilot at VT-7 at TW1. Although he is hesitant to admit it, he is versed in the use of SHARP at the squadron level, which is a boon in our collective perspective as the N73 shop continues its task of delivering T-SHARP to the NATRACOM beginning this December.

Hail to **LCDR Kevin “Shrek” Friel** who

joins the N7 team at a critical time. We are expecting a significant turnover in Pipeline Training Officer (PTO) shop this year and we will need eminently qualified pilots like LCDR Friel to replace them. Shrek’s fleet aircraft include SH-60B



in Mayport, Florida, T-6A instructor tour at Vance AFB in Enid, Oklahoma followed by his department head tour at VT-28 flying the T-6B. On top of loving to fly, LCDR Friel is married with 4 children. When asked, how he got the call sign Shrek, he told us that “already having a rather large noggin, when he wears his flight helmet, he looks rather disproportionate because he needs the largest helmet the Parachute Riggers can authorize. So taking the large size of his helmet in addition to wearing a green flight suit, Shrek just seemed fitting.” We are excited about his arrival and look forward to serving with him.

Farewell to **LCDR Jason “Kelvin” Fogel.**

He has filled two NFO PTO positions for the last two years and is a true leader in aviation training. He has made major accomplishments in modernizing, streamlining, and updating CNATRA’s training programs, in addition to his significant contributions to the



Navy over the last 20 years. His standards of excellence in support of CNATRA mission accomplishment have set the stage for the future of NFO training. His dynamic leadership and energetic management have been essential in the successful transformation of the NFO training system that will benefit Naval Aviation for years to come. This tour culminated 20 years of Naval Service for Kelvin, including more than 2,200 mishap free flight hours in six different aircraft. We wish him Fair Winds and Following Seas and bon voyage as he sets sail on the next chapter of his life.

N7 Word of the Day

Class Advisor (CA). An instructor assigned to each class as mentor and advisor to monitor student progress, assist when difficulties arise, and instill the Naval Aviation culture. The Class Advisor program is a robust mentoring program provides NFSs with a structured process to more effectively complete NATRACOM flight training and to continue developing into professional officers and aviators.

Got coin?



Contact Richard Stewart to get yours today!
All proceeds go to CNATRA Social Committee funds.

Instructional Systems Design in the NATRACOM

The NAVEDTRA 134 Navy Instructor Manual Chapter 4's topic is the Principles of Learning. In discussing how people learn, five different ways are discussed. No one particular way is necessarily better than the others. It is likely that we have all experienced the different ways of learning in our own experience. Many factors affect learning. No two people learn in exactly the same way or at the same rate. In this month's issue, we'll look at the role senses play in learning.

SENSORY LEARNING. Sensory learning is the first type of learning that occurs for any human being. Its influence is apparent in children as we watch them grow up. Each sense, either singularly or in various combinations, provides a pathway to learning. The sense of touch, while important in itself, becomes a major learning factor when combined with other senses. Children do not associate the word "hot" with anything in particular until they associate the word with their sense of touch. Through experience, we become sensitive to temperature, pressure, and the overall feel of things. For instance, an experienced engineer does not need a temperature gauge to determine if a bearing is running hot, just as an experienced damage control investigator does not need one to decide that the temperature of a watertight door is above normal. The senses of taste and smell may not seem important in Navy training and in many cases they are not. Consider if you will, though, the importance of

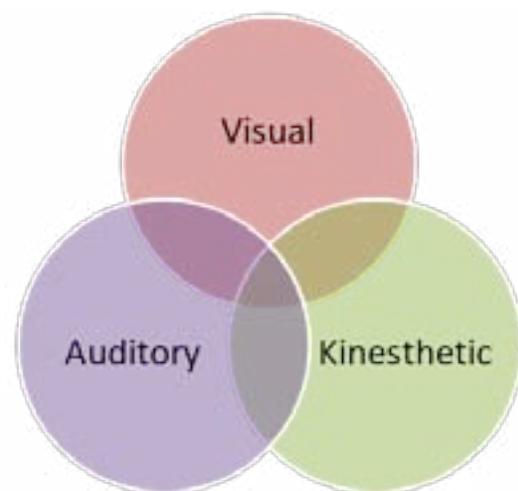
taste to the training of cooks and bakers. The sense of smell, which is closely associated with taste, is very strong and primitive in nature. It is part of our human warning system. For example, electricians immediately recognize the smell of burning insulation. Others become sensitive to the smell of various gases. Therefore, the sense of smell is a valuable learning tool in certain applications. Let us consider the various types of sensory learners:

Visual Learner. Sight is considered the most important sense, accounting for as much as 75 percent of our basic learning. Most early learning comes from seeing and imitating. Visual learners prefer and enjoy graphic illustrations, color coding, maps, written materials to define new concepts, wall charts, drawings and designs and sitting up close during briefs.

Auditory Learner. Hearing is the second most important sense, accounting for a large percentage of the remaining sensory learning capacity. Experts differ on specific numbers, but the significance of sight and sound together is overwhelming. Speech patterns and volume are critical classroom learning factors. For example, auditory learners prefer a verbal presentation of new information, a lecture, a group discussion to hear other points of view, fast-paced verbal exchange of ideas, a good joke or story they can repeat, verbal cues or mnemonic devices to help them remember information, words to accompany a cartoon, and oral reports from working groups.

Kinesthetic Learner. Although it is not normally identified as one of the senses, the phenomenon of kinesthesia is an extension of sensory learning. Think of it as a sensory perception residing in one's muscles, joints, and tendons that gives people a special awareness of their spatial relationship with their surroundings. Kinesthesia is actually a blend of all senses with psychomotor and perceptual skills. It manifests itself in people's ability to balance or move with coordination. For example, kinesthetic learners like movement, hands-on experience to learn, gestures while making a point, role-play exercises over discussion groups, shaking hands when meeting or greeting people, trying new things without a lengthy explanation of the activity.

Figure 1. Sensory Learning



Retention, with respect to sensory learning, is open to many interpretations and opinions. It has been estimated that people retain only ten percent of what they read, twenty percent of what they hear, and thirty percent of what they see. When those senses are combined, however, retention takes a dramatic leap forward. Those same estimates tell us that when someone hears

and sees, retention may jump as high as fifty percent. That makes a great argument for incorporating appropriate audiovisual media into instruction. By asking proper questions to augment sight and sound to stimulate thinking, student retention can reach close to the seventy percent level. Requiring students to use all of their senses in skill training along with procedural steps and principles can increase their retention to as much as ninety percent. That implies a fair degree of mastery learning. This level of learning is defined in our course training standards (CTS).

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 Delusion of Learning from Experience”, Senge says

The most powerful learning comes from direct experience. Indeed, we learn eating, crawling, walking and communicating through direct trial and error—through taking action and seeing the consequences of that action: then taking a new and different action. But what happens when we can no longer observe the consequences of our actions? What happens if the primary consequences of our actions are in the distant future or in a distant part of the larger system within which we operate? We each have a “learning horizon,” a breadth of vision in time in space within which we assess our effectiveness. When our actions have consequences beyond our learning horizon, it becomes impossible to learn from direct experience.

N4 Team Member Spotlight

N4 would like to welcome **Kevin Marshall**. After 28 years of Active Duty service, he has been hired by PMA 273 to provide T6 and T45 class desk support.



N4 Team Highlights

- Working the follow on TH-57 and Transition Contract.
- T45 CLS requirements review kick off for the follow-on contract under CMMARS.
- CNATT instructors will provide Work Center Supervisor and OOMA Optimize Instruction at NASCC.
- Quarterly Joint Quality Council Meeting Upcoming in July.
- T6 & T44 CLS PMR 6 & 7 August in Corpus Christi in conjunction with T6 CLS Maintenance and Operations Summit.
- The newly awarded TH57 contract began full operations 1 June 2019.
- BRAVO ZULU** to the multiple members of the N4 Team and detachments that supported the Source Selection Process in Patuxent River for the follow on T6/T44 CLS contract.

Fair Winds and Following Seas

Richard Isaac retired from CNATRA with over 52 years of dedicated service to the United States Navy. Thank you for your support and service, you will be greatly missed.



CNATRA SUMMER FAMILY PICNIC

WHEN: FRIDAY, JULY 19th

WHERE: BAYSIDE POOL

TIME: 11:00 - 1600 hrs

Hotdogs

Hamburgers
Macaroni Salad

Potato Salad

Deserts

and more.....

Food, Swimming, Games, Music





OKLAHOMA CITY Lt. James Haley, the right wing pilot assigned to the U.S. Navy Flight Demonstration Squadron, the Blue Angels, acknowledges the ground team during a demonstration at the Star Spangled Salute Air and Space Show at Tinker Air Force Base in Oklahoma City, May 31. U.S. Navy photo by Mass Communication Specialist 2nd Class Timothy Schumaker



CATALINA CLUB MWR EVENTS

July 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Winging ***** Social Hour 1200- 1900 +++++ Independence Day Celebration w/Fireworks at Sunfish Beach 1600-2100	4 Club Closed Independence Day 	5	6 Club Closed
7 Club Closed	8	9	10 Wednesday Social Hour 1530 - 1900	11	12	13 Club Closed
14 Club Closed	<p>HUNGRY! <i>Order from the Catalina Club!</i> Every Wednesday from 3:30 pm - 6:30 pm! and on Winging Fridays from 12:00 pm - 6:30 pm!</p> <p>Don't want to cook dinner? Call - Place Order - Grab and Go and Take Dinner Home!</p> <p>Call 961-1155 to order!</p>		17 Wednesday Social Hour 1530 - 1900	18	19 Winging ***** Friday Social Hour 1200- 1900	20 Club Closed
21 Club Closed			24 Wednesday Social Hour 1530 - 1900	25	26	27 Club Closed
28 Club Closed	29	30	31 Wednesday Social Hour 1530 - 1900	<p>Catalina Club, Building 1283 961-2541 or 961-1155 Office Hours: Monday - Friday 0900 - 1300</p>		



SPILL RESPONSE INFORMATION

EXTREMELY IMPORTANT

ONLY RAIN MAY ENTER THE STORM DRAIN.

KEEP ALL CHEMICALS AND SPILLS FROM ENTERING STORM DRAINS, BAYS, PONDS, & CRITICAL HABITAT.

WHAT TO DO

STEP 1 - IF MATERIAL SPILLED PRESENTS A POTENTIAL TO HARM HUMAN LIFE, EVACUATE THE AREA IMMEDIATELY. **CALL 911.**

STEP 2 - SHUT OFF SOURCE OF SPILL, IF POSSIBLE.

STEP 3 - CONTAIN SPILL WITH PROPER ABSORBENTS IN ASSIGNED SPILL KITS.

STEP 4 - NOTIFY COMMAND DUTY OFFICER (CDO)
361-534-9093.

STEP 5 - NOTIFY & SUBMIT SPILL REPORT WITH PHOTOS TO ENVIRONMENTAL DEPT. **361-961-5353/3776/5356**

Spillers are responsible for cleanup actions and costs.

Any AFFF even if spilled on concrete/asphalt.

Reportable Spills: **Any** sheen, discoloration, odor, or hazardous substance in storm drains/bays/ponds/grassy areas.

25 gallons or more of oil or fuel on concrete/asphalt.

SPILL KIT LOCATION: _____

BUILDING/HANGAR NO: _____