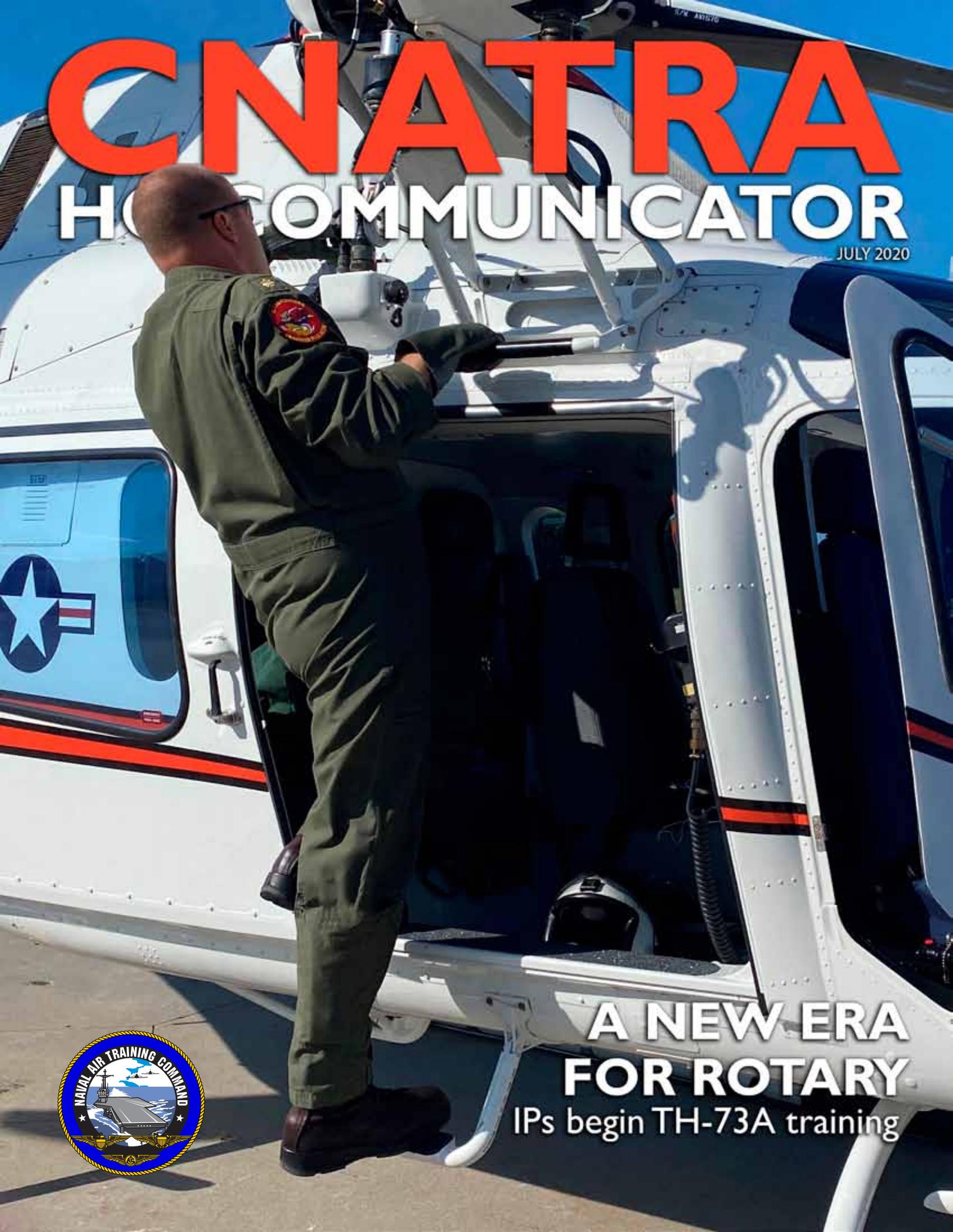


# CNATRA

## HO COMMUNICATOR

JULY 2020



**A NEW ERA  
FOR ROTARY**  
IPs begin TH-73A training

## / 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. Westendorff or COS:

1. Go to: <https://adss.navy.mil/applications/00sb.aspx>
2. Visit [www.cnatra.navy.mil](http://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

**PHILADELPHIA** Training Air Wing 5 Instructor Pilot Lt. Cmdr. Andrew Laberge conducts a pre-flight inspection on a TH-74A Advanced Helicopter Training System at the AgustaWestland Philadelphia Corporation (Leonardo) facility in Philadelphia, June 29. Leonardo will produce 130 TH-73As to fulfill advanced rotary wing and intermediate tilt-rotor training requirements. *Courtesy photo.*

## / COMMAND INFO

<b>CNATRA:</b> RDML Robert Westendorff	Rm 233
<b>COS:</b> CAPT Scott Starkey	Rm 232
<b>CDO:</b> Various	(361) 537-7243
<b>CMEO:</b> LT Michelle Tucker	Rm 121
<b>DAPA:</b> YNI Terry McQuaig	Rm 218
<b>HR:</b> Becky Sousa	Rm 225
<b>Ombudsman:</b> Anne Owens	(361) 533-2200
<b>SAPR POC:</b> LT Rick Robley	Rm 130
<b>SAFETY/ORM:</b> Dave Watson	Rm 310
<b>SARC:</b> Pat Capitan	(361) 523-3580
<b>SECURITY MGR:</b> James Pitts	Rm 226
<b>DoD Safe Helpline:</b>	(877) 995-5247

## / JULY IN NAVAL AVIATION HISTORY

**July 1, 1911:** Glenn Curtiss makes the first flight in the Navy's first aircraft, Curtiss A 1, at Lake Keuka, New York, and prepares Lt. Theodore G. Ellyson, the first naval aviator, for his two solo flights.

**July 2, 1926:** The Distinguished Flying Cross is authorized by Congress. The first naval aviator to receive the Distinguished Flying Cross is Lt. Cmdr. Richard E. Byrd for his flight to the North Pole 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 is the first time the vertical-takeoff-and-landing tilt-rotor had operated from the deck of a foreign warship.

**July 11, 1953:** Marine Maj. John F. Bolt, during the Korean War, becomes the first jet ace in Marine Corps history when he shoots down his 5th and 6th MIG 15 while leading a four plane (F 86) flight in an attack on four MIG's east of Sinui-ju.

**July 12, 1990:** Cmdr. Rosemary B. Mariner becomes the first woman to command an operational aviation squadron, Tactical Electronic Warfare Squadron 34 (VAQ 34). She is one of the first women to become qualified as a naval aviator in 1974 and one of the first women to fly light attack aircraft. Mariner died Jan. 24, 2019.

**July 18, 1966:** Gemini 10 is launched with Lt. Cmdr. John L. Young as command pilot and Michael Collins is the pilot. The mission entails 43 orbits at an altitude of 412.2 nautical miles and lasts two days, 22 hours, and 46 minutes.

**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

**July 26, 1954:** Two AD Skyraiders of Air Group 5 from USS Philippine Sea (CVA 47) are attacked by two Chinese (LA 7) aircraft while the Skyraiders are searching for survivors of Cathay Pacific airline, which was shot down three days prior off Hainan Island. Returning fire, the Skyraiders splash both attackers.

**July 28, 1973:** Skylab 3 is launched. The mission is the second to the first U.S. manned space station. The commander of the mission is Navy Capt. Alan L. Bean, the pilot is Marine Maj. Jack R. Lousma, and the Science Pilot is Owen K. Garriott, a former Navy electronics officer. The mission lasts 59 days, 11 hours and includes 858 Earth orbits. USS New Orleans (LPH 11) recovers the crew.

**July 29, 1967:** On the flight deck of USS Forrestal (CVA 59), a Zuni 5 rocket accidentally fires from a (F 4B) Phantom II aircraft into a parked and armed (A 4E) Skyhawk, setting off a series of explosions that kill 134 of her crew and injure 161 crewmembers.





## Admiral Westendorff Sends ...

CNATRA Team,

*Thank you all for the warm welcome back to the CNATRA family. I have been so impressed by your knowledge, enthusiasm, and commitment to our mission of developing the world's finest aviation professionals. I am humbled to be here and am ready to get to work, supporting you as we work together to maintain a ready Naval Aviation force.*

***My guidance to you is simple: be professional and excel. My number one priority for CNATRA is safety as it should underpin all that we do.*** That does not mean we accept no risk, it means that we operate our aircraft and conduct our personal activities with professionalism and that we adhere to established procedures, rules and regulations. A safety informed environment sets the stage for our mission to produce the best qualified naval aviators and flight officers in the correct quantity at the right time. For the HQ staff, please use this as your litmus test. If your activities do not further or advance the above priorities, please adjust fire. Furthermore, the HQ staff exists to keep me informed and to assist our subordinate commands.



**CORPUS CHRISTI, Texas** Commodore, Training Air Wing (TRAWING) 4 Capt. Jeremy Rifas, left, briefs Chief of Naval Air Training Rear Adm. Robert Westendorff on flight operations aboard Naval Air Station Corpus Christi, Texas, June 23. TRAWING 4 comprises four training squadrons that conduct Primary, Intermediate, and Advanced flight training for Navy, Marine Corps, and Coast Guard pilots. U.S. Navy photo by Lt. Michelle Tucker

*For the wings and squadrons, I am your advocate and exist to make your jobs easier.*

*We are on the precipice of change. Our new TH-73A Advanced Helicopter Training System is coming online, aligning our rotary-wing training curriculum to current and future fleet aircraft technology and capability. Project Avenger will take the traditional, classroom-based primary training curriculum and launch us into the Information Age. Avenger will unleash a 24/7 student-centric immersive learning experience with access to state-of-the-art electronic lessons with 360-degree videos and virtual/mixed reality segments. In essence, it is an evolution in training philosophy plus a deliberate use of technology that will produce a better-trained aviator and warfighter in a dynamic and fluid environment.*

*These are challenging times and unfortunately, I don't see a near term end to the existing protocols*

*that have been enacted to keep our people and community safe while we continue to conduct our mission. The COVID-19 pandemic has brought with it new hurdles, but you have met them with rigor and fortitude. The way we do business has certainly changed and some of the solutions you have developed may just stick around for the long haul. Don't be afraid to put forward your innovative ideas. You are my subject-matter experts and I need to know where and how we can make improvements. Identifying issues is the foundation of problem solving and blending ideas with open minds will take our programs to a greater level of efficiency and effectiveness.*

*I thank you, again, for welcoming me and my family back to CNATRA. I look forward to working with you all. Together, we are Naval Aviation.*

V/R  
Gimp  
RDML Robert D. Westendorff  
Chief of Naval Air Training

# IN MEMORIUM

Captain Vincent W. Segars



Commander Joshua P. Fuller



Rest in peace, Shipmates. We have the watch.

# CNATRA N4 Gives Teammate a Unique Send Off During the COVID-19 Pandemic

With her fellow workers maintaining proper social distancing as they passed by in their own cars, Capt. Tom Gibbons, CNATRA N4, presented Olga Pemberton with her retirement certificate as well as her Civilian Service Achievement Medal, May 15. The citation read in part, *“This award is the culmination of 27 years of dedicated service to the United States Navy in defense of our Nation and a testament to the enduring contribution and countless personal sacrifices she made to preserve the freedoms and liberties all Americans cherish.”* Having previously served 10 years with both the IRS and Navy commands in the Norfolk area, Olga has been an integral

part of N4’s success for the last 17 years. Working in N4I, she supported various administrative contracting officers and contract administrators throughout the years. As a business acquisition specialist, Olga supported the CIS, COMS, TC-12, NAPP, T-45 CLS, and T-45 Engine CLS, TH-57 CLS and various other contracts and platforms. Her efforts were vital to the success of the CNATRA student aviator-training program. In addition, she earned a bachelor’s degree and brought a wealth of knowledge and experience to the N4 team. Your retirement is well deserved. Olga, you will be sorely missed. Fair winds and following seas in all your future endeavors. 🚢



**CORPUS CHRISTI, Texas** Capt. Tom Gibbons presents the Civilian Service Achievement Medal to N4 team member, Olga Pemberton, during her drive-by retirement ceremony, May 15. *Courtesy photo.*

## CNATRA Civilian of the Quarter and Senior Civilian of the Quarter Nominees



Kathy Gibson  
Det Pensacola, Administrative Support Tech.



Russell Mcgilvray  
Det Corpus Christi, QA Specialist

## N4 Civilian of the Quarter and Senior Civilian of the Quarter Nominees



Maria Alvarez, CNATRA N4S  
Administrative Assistant



Frank Cardenas  
CNATRA N423 T-6 Aircraft  
& Engine Class Desk

# CNATRA Det. Corpus Christi

**N43 Objective:** To assist in providing “top-notch” logistics support to CNATRA Staff, Training Wings, Detachments, and Contractors across 5 different operating sites.

## Major Lines of Effort:

Aircraft Maintenance Material Readiness List

- Continuing to work closely with the NFDS Blue Angels Site Activation Team, PMA 265 to field support equipment to fill SE deficits in support of the transition to the Super Hornet and new C130-J / “Fat Albert”
- Preparing for the Annual Support Equipment meeting with Detachments, Contractor sites, PMA 260/273 to identify critical Support Equipment deficits/obsolescence and brief PMA 260 leadership of requirements and to use APN-7 funding for procurement.

## Government Property Management

- Commenced review of over 5,000 line items T45 excess warehouse stock parts.
- Continue working with Detachments and Contractor sites to complete CNO directed Navy Material Accountability Campaign (NMAC) 100 percent wall-to-wall inventory of all parts, material, support equipment.

## Aviation Life Support Systems / Cartridge Actuated Devices Management

- Currently in a 60 Evaluation for a NEW MBU-23/P Oxygen Mask Lip Light.
- Working with NAVSUP Fleet Logistics Center to renew the Belleville Boot Contract for another 3 years.
- Continue daily communication with PMA-201 to ensure all CNATRA locations have Cartridge Activated Devices (CAD) to ensure no aircraft is Not Mission Capable/

## Metrology Calibration (METCAL) Program

- Continuing efforts with NAVAIR METCAL to develop Instrument Calibration Procedures (ICP) to support various CNATRA Support Equipment

## Data Analyst

- Continue daily tracking and reporting T-6/ AIMD ALSS survival gear repairs at all sites.
- Provide monthly detailed maintenance and logistics reports to N4 leadership, Detachments and PMA-273. Provide ad-hoc reports as required.

CNATRA Detachment Corpus Christi continues to provide outstanding contract oversight across five contracts consisting of 602 contractor personnel, despite the challenges caused by COVID-19. During these challenging times the detachment enjoys an excellent esprit de corps and exceptional work continues in many areas



**ABOVE:** Cathy Powers (CNATRA DET IPMS) conducts a property audit on VERTEX AIMD during for her monthly oversight report.

**BELOW:** David Hawkinson (CNATRA DET QAS) verifies DynCorp's Technical Data Management Program Managers binder to ensure compliance with COMNAVAIRFORINST 4790.2 and the 00-25-100 during the sites Maintenance Program Assessment (MPA).



ranging from aircraft readiness to new airfield construction projects, all while combatting aging facilities issues.

Additionally, Det. Corpus Christi is presently conducting a Maintenance Program Assists (MPA) on DynCorp International T6-B / T44-C maintenance in preparation for the upcoming Aviation Maintenance Inspection (AMI) later this year. These inspections consist of audits, monitors, and practicals that measure contractor compliance with NAMP and safety procedures. A proactive surveillance posture is key in assuring contract compliance and a safe operational maintenance environment across the board.

As always, Det. Corpus Christi remains diligent and ready to assist our civilian maintenance contractors in support of CNATRA and TW-4 missions! 🇺🇸

# Around CNATRA

**KINGSVILLE, Texas** Strike students from the “Golden Eagles” of Training Squadron 22 conduct a formation flight above South Texas, June 6. U.S. Navy photo.



**MILTON, Florida** Members of Helicopter Training Squadron 8 congratulate Marine Capt. McCray on his final flight. U.S. Navy photo.



**CORPUS CHRISTI, Texas** Cmdr. Jeff Shanahan presents a Navy and Marine Corps Commendation Medal to Lt. Hillary McAnallen at the end of her tour. U.S. Navy photo.





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SECURITY

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E-MAIL

## Passwords are a Security Nightmare

There is a simple security measure that could take phishing attacks out of the equation and remove one of hackers most useful tools: getting rid of passwords. Given the number of breaches due to password theft, it is a wonder agencies are still using passwords despite their high risk exposure. According to research from Verizon, over 80% of all data breaches involve stolen passwords, making it time to stop pretending passwords are still an effective security measure. Nearly 90% of successful data exfiltration and breaches in the federal government over the past few years were the result of phishing attacks, according to the director of the National Counterintelligence and Security Center. This is an even bigger threat as government employees working remotely are downloading new tools daily and accessing various networks. In a work from home environment, security and IT teams have very little control or oversight. While it is tempting to believe everyone is following exemplary security practices, the reality is that government employees are reusing passwords just like everyone else. With the average person reusing their favorite password at least 14 times, it is easy to do the math and see the size of this risk.

This makes the use of passwords a liability to the organizations that use them to secure critical data. Hackers

can often take advantage of poor security settings and compromise the credential vault that stores all of a network's usernames and passwords. More often than not, however, all hackers really have to do is send users an email tricking them to give up their password. In 2018, the Defense Information Systems Agency reported that the Defense Department had fended off 36 million malicious emails from hackers containing phishing schemes, malware and viruses. With one simple click of a link in an email, users are whisked away to a site that looks just like a page they are familiar with, and in seconds they can share critical login credentials. If this seems too easy, there are a host of other far more sophisticated schemes in hacker's tool chest, including keystroke loggers, spyware or mobile malware. If passwords were supposed to be a secret, then this is a good reason why they are not working.

Is there something better than passwords for government agencies? Absolutely. Before considering the alternatives, keep two things in mind – simplicity and security. Passwords have been around for decades, but when they were first introduced, they were a simple way to secure applications, data and machines. Today, the average user logs into 20-30 sites and often uses the same password to keep things simple, which ends up weakening security. Therefore, password alternatives must be very simple or users won't adopt them. Taking advantage of phones and

smart apps where users don't have to do much more than tap and/or scan, let alone remember anything, is the right way to go. User passwords must be replaced with multiple authentication methods that feature a combination of "something you know," such as a username or social identity, "something you have," such as a secure token on the phone, and "something you are," such as the biometric from that same phone.

## 15 Plead Guilty to Multimillion-Dollar Online Auction Fraud Scheme

Fifteen Romanian nationals have pleaded guilty to a variety of charges tied to their participation in a multimillion-dollar online auction fraud scheme targeting Internet users in the US. A Department of Justice (DoJ) statement announcing the pleas described the defendants as participating in a scam where they posted false advertisements, typically for vehicles and other high-priced goods, on popular sites such as eBay and Craigslist. They would then convince victims interested in purchasing these nonexistent products to send money in advance using what the DoJ described as "persuasive narratives." For instance, the scammers would often impersonate military personnel seeking to sell the advertised item in a hurry before deployment. The criminals went to considerable lengths to make

their fake auctions appear as convincing as possible to potential victims. For instance, the online accounts they used to post their fictitious products and to communicate with potential victims were often established with stolen identities. The invoices they provided to victims usually bore the trademarks and logos of legitimate auction and seller sites, such as eBay Motors and Craigslist. The scammers would set up fake Facebook profiles for the individuals who had purportedly put items up for sale. In addition, they even provided call-center services, where members of the group would pose as customer-service representatives for eBay and other companies to answer questions related to a potential sale or to assure potential victims of the authenticity of a sale. Any money that the group managed to extract from victims would be converted into cryptocurrency and funneled out to foreign-based accounts in a complex money-laundering scheme, the DoJ said. The 15 members who pleaded guilty are part of a 20-person cybercrime ring operating out of Bucharest that US law-enforcement has previously identified as the Alexandria Online Fraud Network.

## 5 Steps to Make Sure Hackers Cannot Access Your Home Network and Files

Cybercrimes are on the rise with hackers and scammers chomping at the bit for a shot at your system. Here are five recommendations to protect your electronic data:

1. Keep everything up to date: Security threats are continually evolving, which is why you need to keep your browser updated. Even more important, update your operating system regularly. Windows releases frequent updates and missing any can mean severe consequences for your security. Most



Windows PCs download and install updates automatically by default. If you haven't changed your automatic update settings, you might not need to change a thing. If you've turned automatic updates off, you can update manually.

2. Test your firewall: Even if cybercriminals can see your network, a firewall helps to prevent them from getting inside and doing any damage. Make sure your firewall is on. For Windows, open Settings > Update & Security. Choose Windows Security from the left-hand menu. Choose Firewall & Network Protection to open the firewall menu. Your system will tell you whether your firewall is on or not. If it's off, you can toggle it on or reset the settings to default by clicking on Restore firewalls to default.

3. Remove extra browser add-ons and hosts files in Windows: Most browser extensions are safe-to-use tools that enhance your internet experience, but some are malicious. Regularly comb through your list of extensions and remove any you don't recognize or don't use anymore. Windows users should check the hosts file to see if attackers have made any unusual configurations. This file can override your DNS and redirect URLs to different locations, like malicious websites. Type the Window Key + R on your keyboard and paste C:\Windows\System32\drivers\etc\hosts into it. In the pop-up menu that appears, select Notepad to open the file. Scroll through and note any unusual or garbled looking text. Copy the data contained here into another text document as a backup, and delete the unusual entries. Click

File, then Save to make the changes.

4. See who else is using your Wi-Fi: Network intruders can slow down your internet speed and interfere with your data. To see all the devices connected to your network, open your router's settings menu. To do this, type your IP address into the address bar of your web browser. You can usually find this address on the sticker attached to the bottom of your router, but most use the default address of 192.168.1.1. Then, log in with your username and password. This is the default username and password for your router or a unique login you created when you set it up. If you're unsure what your login is, you can call your ISP for assistance. When you're logged into your router settings, look for an option that looks like "Attached Devices," "Connected Devices" or "Client List." It shows you all the devices using your connection. Scroll through the list and note anything that you don't recognize. Usually, you can kick them off from this menu as well.

5. Hide your Wi-Fi network from public view: By default, your router broadcasts its network name (SSID) for you and your guests to find easily. This also means anyone looking for your network can attempt to join. Log into your router's settings and locate the menu for wireless settings. Look for the broadcasting option for your SSID, which is most often enabled by default. Toggle that option off. Make sure you write down your SSID before disabling the broadcast. Otherwise, you might find yourself locked out of your network. 🐞



## 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 ACOS

This month's "Training Beat" once again comes from the sanitary Training Bunker at HGR 42 in sparkling Flour Bluff, Texas (the "Jewel of Nueces County"). This month's Beat contains information on the Training Improvement Process (TIP) - relevant to ALL operators, students, and Contract Instructors. It is the process for improving material and content that is either incorrect or outdated. We've also included some updates from the innovation team regarding virtual Air Traffic Control (ATC) and insight into how the USAF is using our eight "loaner" T-6B Texan IIs as we continue our partnership with them to improve our methods to generate our nation's air power.

"Bug, it's almost July and I'm still using TIMS on TRANET. Where's T-SHARP?" I'm pleased to share news that the contractor has a robust/working T-SHARP ready for deployment to all Wings and HQ. The training phase is the most important function of deployment to ensure a successful transition from TIMS. The training phase has been set up for face-to-face and over-the-shoulder training sessions with each functional "shop" in each squadron and support centers. Physical distancing and COVID prevention measures make this a cumbersome (if not impossible) task and traveling to sanitary 'bubbles' implies risk that could impact operations and the mission. I have directed a "hold" on starting the T-SHARP deployment until HPCONs reflect downward trends in virus cases.

Meanwhile, the T-SHARP team continues to run quality assurance tests, upgrade courseware files, and generate video training tutorials ("How to" clips). T-SHARP will run on NMCI (not require TRANET). A successful transition to TSHARP is the milestone needed to move forward with the concept of "24/7 access to mobile content," which will certainly enhance the ability to increase rate of learning in the TRACOM. Our N6, Cross-Functional Team, and the AHTS Team are already leading the charge in this effort.

In spite of continuing to operate in a pandemic outbreak, the CNATRA Team is generating exceptional aviators for our modern fleet. We've made great strides in quality improvement in the last few years. The officers we award with wings of gold today will be leading the fleet in the 2030's and beyond. The standard will only become higher as aircraft technology, complexity, and network capabilities increase. When challenged by top-tier adversaries, CNATRA graduates will be there to answer on behalf of all of us. I kind of like our odds. /Bug out.

CAPT "Bug" Hnatt is the Assistant Chief of Staff for Training and Standardization and part-time contributor to "The Communicator" (covering the Training Beat). He is a collector of fine watercolor paintings depicting the Sahara Dust Cloud along the Texas Gulf Coast.



## Instructional Systems Design in the NATRACOM

### TRAINING IMPROVEMENT PROGRAM (TIP)

The CNATRA Training Improvement Program (TIP) provides a process for improving and standardizing training curricula and the associated training courseware to ensure CNATRA produces the finest combat capable aviators that meet fleet requirements. We intend to talk about the Training Improvement Program over the next several issues of the Communicator, for this issue we will provide a brief overview and some definitions relevant to Naval Flight Training.

### Overview

The TIP is designed to facilitate turning good ideas into standardized procedures. The TIP uses a combination of Training Change Requests (TCR) and curriculum reviews

to stimulate communication between various echelons of command and improve NATRACOM courses of instruction. At any level, stakeholders can submit a recommended improvement via a TCR. Action is then taken to review and implement valid suggestions through a formal process. Every change has an effect on multiple resources. In addition to the Flight Training Support Center effort to actually produce the courseware, resources include flight hours, simulator and classroom instructional hours, number of aircraft and simulators, number of military and contract instructors, maintenance and support contracts; and airfield operations. There are three reasons to change a curriculum:

- a. Safety of Flight.
- b. Increase Quality of Training.
- c. Create Naval Aviation Enterprise (NAE) Efficiencies.

**Definitions:** Terms important to understanding the TIP, along with the hierarchy of the divisions of training, are as follows:

Division of training	Examples
Program	Pilot, NFO
Pipeline	Maritime, Strike, Rotary
Phase	Primary, Intermediate Jet, Advanced Rotary
Stage	Ground, Contact, Instrument, Formation
Block	FAM410X, FAM420X, FAM430X
Event	FAM4103, FAM4202, FAM4304

**Program.** A series of courses, which lead to the assignment of an aviation designator or Military Occupational Specialty (MOS).

**Pipeline.** A series of courses within a program, which provides instruction for a specific aircraft type.

**Phase.** The chief subdivisions of a course.

**Stage.** A subdivision of a phase, comprised of events leading to a single set of objectives, designated by a common symbol.

**Block.** A sequential series of events within a stage sharing the same specific subject area.

**Event.** A scheduled period of prescribed instruction. It may be in an academic or laboratory classroom, simulator or flight environment.

**Curriculum.** A comprehensive plan of study including content, organization, and sequence. A Master Curriculum Guide (MCG) may cover one or more NATRACOM phases. Syllabus is often used in a similar context as curriculum, or as a subset referring to specific logistical and organizational components (e.g., Syllabus Notes, Special Syllabus Requirements). It should not be confused with the Fleet Replacement Squadron (FRS) use of the term for overall training, such as “the CAT I Syllabus.”

**Course.** A complete integrated series of lessons, which are identified by a common title and/or number. Sometimes used as an informal term to indicate general periods of instructional study where a defined division of training (i.e., program, pipeline, or phase) or the term curriculum is more technically correct.

**Courseware.** A comprehensive term referring to all types of configuration-controlled materials supporting training or grading in a curriculum.

**Media.** The methods and materials used to convey learning

objectives in a curriculum. Some components of courseware are also considered Media

**Minor Change.** A modification of existing courseware, which does not significantly alter the training objectives. Minor changes to MCGs generally do not change resource requirements but may re-proportion currently funded events.

**Major Change.** A modification of existing courseware, which requires change in skill sets or resources to such an extent that logistics support, personnel, funds, etc., are affected.

**Continuous Training Improvement.** Minor changes can be approved via the TCR process as they occur. Major changes also use the TCR process, but require in-depth study and end customer input, and are normally processed in conjunction with a curriculum review. Small-scale stage reviews or comprehensive phase reviews are held to review proposed changes. User approved changes are then routed through the Curriculum Model Manager’s (CMM) Stan Officer to CNATRA for final approval, publication, and distribution. Under this program, every user has access to the team which manages the curriculum, and the user has ownership of their curriculum and a mechanism to improve that curriculum. The TIP continuously refines and modifies the curriculum to reflect a changing world and provides a steady state workflow for resources shared by all Training Wings (TRAWINGS) and pipelines.

## Innovation Update

**Virtual Air Traffic Control (ATC).** In trying to make simulator training more realistic and provide better practice, we are looking at finding ways to incorporate realistic ATC radio communications in our ground based training. There are some commercial companies that provide this service. Incorporation of this training enhancement would allow students to receive real ATC service on live frequencies, see and hear other pilots participating on the network, as well as exposure to other airfields.

**T-6B Capabilities.** A recent white paper delivered to the Cross-Functional Team explained the USAF's use of T-6 in their Pilot Training Next training experiment...

*“Among the lessons learned in PTN was the need for a training aircraft with capabilities not available in the USAF T-6A which would enable more in-depth instruction for advanced students in the fighter aircraft type tasks typically conducted in LIFT and at fighter student training units and thereby more effectively enable “all through” training. **The intent is not to replace those platforms, but rather increase the depth in the primary aircraft to enable even further depth in the advanced aircraft.** Although the T-6A was deemed to be more than adequate aerodynamically, the aircraft’s “round dial” cockpit was not optimal for accomplishing the complete spectrum of advanced training and required some augmentation. The T-6C, with its more advanced cockpit and avionics was demonstrated to the USAF PTN instructor pilot staff following completion of the first course and has led the USAF to pursue an agreement with the US Navy (USN) to borrow T-6B aircraft, the US variant of the T-6C, and upgrade the software on those aircraft to the most recent Block Point 2 with Enhanced Embedded Training (BP2+) version of the T-6C to more effectively conduct comprehensive all-through training for PTN students. The resulting T-6BP2+ offers many advantages that make all-through training very effective while sharing the T-6A’s easy maintainability, high mission readiness rates, and extremely low operating costs.”*



Figure 2 T-6B

The paper went on to discuss the advantages of the upgraded features and concluded that....

*“The combination of aerodynamic performance, cockpit displays, mission avionics, embedded training and mission planning / debrief capabilities make the T-6BP2+ instructor tailorable to teach even the most basic student or challenge the most advanced fledgling fighter pilot. All this capability comes at an incredibly competitive price, features the aircraft with the longest Design Service Life in the market and is backed by Textron Aviation Defense experience and knowledge in building over 1000 T-6 aircraft and providing operations and maintenance training to leading Air Forces across the globe. The success of the USAF PTN effort in the T-6A and the course’s evolution into the T-6B validates the concept of using an all-through approach. The training environment established with the systems, displays and performance of the T-6BP2+ make it the ideal trainer for an Air Force operating fourth or fifth generation fighters or modern tanker/transport aircraft.”*

### **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. There are 11 laws of the Fifth Discipline.

1. Today’s problems come from yesterday’s “solutions.”
2. The harder you push, the harder the system pushes back.
3. Behavior grows better before it grows worse.
4. The easy way out usually leads back in.
5. The cure can be worse than the disease.
6. Faster is slower.
7. Cause and effect are not closely related in time and space.
8. Small changes can produce big results...but the areas of highest leverage are often the least obvious.
9. You can have your cake and eat it too ---but not all at once.
10. Dividing an elephant in half does not produce two small elephants.
11. There is no blame.
12. Law #10 says “Dividing an elephant in half does not produce two small elephants.” In talking about Law #10 Senge says:

*“Living systems have integrity. Their character depend on the whole. The same is true for organizations: to understand the most challenging managerial issues require seeing the whole system that generates the issues.”*

He uses the tale of three blind men experiencing an elephant for the first time; the first says “it is a large rough thing, wide and broad, like a rug, as he grasped the ear. The second, who was feeling the trunk, said it was a straight and hollow pipe. The third who was holding the front leg said, “it is might and firm, like a pillar.” Each was right about what the part of the elephant they were examining but none had the complete picture. These blind men are compared to the heads of manufacturing, marketing, and research departments in many companies, who may see their problems clearly but not necessarily, how they affect the company as a whole. Senge goes on to say that when you try to divide an elephant, “you don’t have two small elephants, you have a mess.”

## Happy Women Veterans Day

We salute women Veterans! Signed into Texas Law, June 12th has been designated as Women Veterans Day. The VA Texas Valley Coastal Bend Health Care System is honored to recognize you and all our women Veterans on this commemorative day. Your contribution and valorous commitment to serve our country not only played a role in preserving the liberties of our great nation, but will continue inspiring future generations of women. To all of our Women Veterans – THANK YOU for your continued contributions to our Texas communities.

Women Veterans in N7: **Leslie Apostol, Tanya Hamner, April Lopez, Faustina Lopez, Sonjia Owens, Ruth Patterson, and Alesia Russell.**



**Women Veterans Day**  
*Thank you For your Service*

As an aside...did you know that Hanger 42 might be the answer to the Great Question? Our own Kristi Kosina pointed this out the other day, that the answer to life’s greatest question was “42.” When asked what that meant she said that the Super Computer “Deep Thought” from the Hitchhiker’s Guide to the Galaxy, had computed the answer to the Great Question of Life. The computer said...

“All right,” said Deep Thought. “The Answer to the Great Question...”

“Yes...!”

“Of Life, the Universe and Everything...” said Deep Thought.

“Yes...”

“Is...” said Deep Thought, and paused.

“Yes...!”

“Is...”

“Yes...!!!...?”

“Forty-two,” Said Deep Thought, with infinite majesty and calm.

Knowing that makes coming to work just a little more special. You can read more about “42” at [https://en.wikipedia.org/wiki/Phrases\\_from\\_The\\_Hitchhiker%27s\\_Guide\\_to\\_the\\_Galaxy](https://en.wikipedia.org/wiki/Phrases_from_The_Hitchhiker%27s_Guide_to_the_Galaxy)



## Fair Winds & Following Seas

Ensign Beau Nickerson departed the CNATRA/TW-4 pattern June 17 after volunteering as our trusty assistant public affairs officer since November. He is beginning his new adventure and upon graduation from the Public Affairs Qualification Course at Fort Meade, Maryland, will report to aircraft carrier USS George H.W. Bush as Media Department division officer. Thanks for all your hard work, Beau. You will be missed in Corpus Christi but our loss is Bush’s gain. HOOYAH, Shipmate.

**LAKE POWELL, Utah** (June 03, 2020)

U.S. Marine Capt. Beau Mabery, assigned to the U.S. Navy flight demonstration squadron, the Blue Angels, flies a C-130J Super Hercules over Lake Powell, during a low-level proficiency training flight. The Blue Angels C-130 transport aircraft pilots and crew are preparing to transition to the C-130J model, which will provide improved logistics support and eventually join the Blue Angels performance. *U.S. Navy photo by Mass Communication Specialist 1st Class Jess Gray*



**CAMBRIDGE, England** (June 30, 2020) C-130 pilots and crew assigned to the U.S. Navy Flight Demonstration Squadron, the Blue Angels, are currently in Cambridge, United Kingdom with new team's newly acquired C-130J. Over the next few weeks, team members will conduct a series of maintenance tests, which include an aircraft systems operational check out and a functional check flight, prior to completing the transatlantic flight back to the United States. This C-130J model will provide improved logistics support and eventually join the Blue Angels demonstration. *U.S. Navy photo by Mass Communication Specialist 1st Class Jess Gray*

