

CNATRA

HQ COMMUNICATOR

SEPTEMBER 2021



**US Navy's First
TH-73A "Thrasher"
Arrives at NAS
Whiting Field**

/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.ds3n.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 quarterdeck.

/ON THE COVER

HARRISON TOWNSHIP, Michigan -- Airmen and aircraft from the 127th Air Refueling Group at Selfridge Air National Guard Base, Mich. refuel the U.S. Navy Blue Angels traveling from Alaska to Michigan where they will perform at Thunder Over Michigan August 7 and 8. *US Air National Guard photo by Munnaf Joarder*

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/SEPTEMBER IN NAVAL HISTORY

September 3, 1944: A PB4Y-1 Liberator plane launches to attack German submarine pens on Helgoland Island. The pilot, Lt. Ralph Spading, sets the radio controls and parachutes out of the Liberator, which is then controlled as a drone by Ensign J.M. Simpson in a PV-1.

September 4, 1954: A P2V-5 Neptune from VP-19 is attacked by two Soviet MiG-15s and crashes in the Sea of Japan, 40 miles off the coast of Siberia. One crewman is lost and the other nine are rescued by a USAF SA-16 amphibian.

September 5, 1776: The Continental Navy adopts the first uniforms for naval officers. The dress prescribed was extremely somber and reflected the attitude of the Congress to eliminate the ornate trappings evidenced in the Royal Navy and move towards a democratic society. The naval officers quickly rebelled and demanded a more ornate uniform with dark blue coat and tri-corner hat, colored facings, and cuffs with gold buttons and lace, a uniform strikingly similar to that of the Royal Navy.

September 8, 1933: Six consolidated P2Y 1 flying boats of Patrol Squadron 5, under the command of Lt. Cmdr. Herman Halland, make a record formation distance flight of 2,059 miles from Norfolk, Va. to Coco Solo, Canal Zone in 25 hours and 19 minutes.

September 11, 2001: American Airlines Flight 77 is hijacked by terrorists and hits the Pentagon, causing 184 fatalities. Specific to DON, the fatalities are: 33 military personnel, six civilians, and three contractors. American Airlines Flight 11 and United Airlines Flight 175 hit the Twin Towers at the World Trade Center, New York City. United Airlines Flight 93 goes down in Shanksville, Pa., after passengers engage the hijackers.

September 18, 1943: U.S. Navy aircraft perform aerial raids on the Tarawa Makin Islands, where the aerial photography taken proves to be fruitful for the oncoming invasion of the islands.

September 21, 1956: An F11F Tiger aircraft shoots itself down while conducting firing tests over eastern Long Island, N.Y. The plane runs into 20-mm projectiles, which fires seconds before at a higher altitude.

September 24, 1918: Lt. j.g. David S. Ingalls, while on a test flight in a Sopwith Camel, sights an enemy two-seat Rumpler over Nieuport. In company with another Camel he attacks and scores his fifth aerial victory in six weeks to become the Navy's first ace.

September 27, 1955: A P2V-5 Neptune patrol plane of Early Warning Squadron 4 is lost with nine crew members and two journalists while tracking Hurricane Janet over the Caribbean Sea.

September 28, 1950: Flogging on Navy and merchant marine ships is abolished by an appropriation bill by Congress, which President Millard Fillmore signs into law.

September 29, 1946: Lockheed P2V Neptune, Truculent Turtle, departs Perth, Australia on a long distance non-stop, non-refueling flight to the mainland United States that ends on Oct. 1 at Columbus, Ohio. The flight breaks the world record for distance without fueling at 11,235.6 miles over 55 hours and 17 minutes.



US Navy's First TH-73A "Thrasher" Arrives at NAS Whiting Field

By Lt. Michelle Tucker

MILTON, Fla. -- The first operational TH-73A "Thrasher" training helicopter landed at Naval Air Station (NAS) Whiting Field in Milton, Aug. 6.

The helicopter will be assigned to Training Air Wing (TW) 5 and will replace Chief of Naval Air Training's (CNATRA) TH-57B/C Sea Ranger as the undergraduate training helicopter for the U.S. Navy, Marine Corps, and Coast Guard.

The helicopter made the two-day transit to the base from the Leonardo Helicopters facility in Philadelphia, where the aircraft was manufactured. CNATRA leadership welcomed the aircraft alongside representatives from Leonardo Helicopters, Vertex Aerospace, who will provide maintenance support for the TH-73A, in addition to local community leaders. Leonardo Helicopters is contracted to deliver 31 additional Thrashers this calendar year for a total of 130 through 2024 before the Sea Ranger's scheduled sundown in 2025 and will provide the Navy the capacity to train several hundred aviation students per year.

The TH-73A incorporates a modern avionics suite with a fully integrated flight management system, automatic flight control system, and independent, digital cockpit displays to both pilot stations. It boasts increased performance in power, speed, payload, and endurance over the Sea Ranger, making it comparable to fleet aircraft.

These upgrades will help bridge capability and capacity gaps to better prepare newly winged naval aviators as they transition to fleet replacement squadrons for postgraduate training. In addition to new helicopters, the full Advanced Helicopter Training System



MILTON, Fla. - The Navy's first TH-73A Thrasher arrives at Naval Air Station Whiting Field in Milton, Aug. 6. The TH-73 will replace the TH-57B/C Sea Ranger as the undergraduate rotary and tilt-rotor helicopter trainer for the Navy, Marine Corps, and Coast Guard. (U.S. Navy photo by Mass Communications Specialist 2nd Class Jason Issacs/Released)

(AHTS) includes aircrew training services that provide availability on new simulators, a modernized curriculum, and a new contractor logistics support contract for Thrasher maintenance and flight line support.

"Using current cockpit technologies and a new training curriculum, AHTS will improve pilot training and skills and ensure rotary wing and tilt-rotor aviators are produced more efficiently at a higher quality and are ready to meet the fleet's challenges," CNATRA Rear Adm. Robert Westendorff said. "AHTS will meet our advanced rotary wing and intermediate tilt-rotor training requirements through 2050."

The TH-73As will be housed in a temporary hangar at NAS Whiting Field, while construction of a new helicopter maintenance hangar on base is slated to begin in 2023. Leonardo Helicopters also recently established a TH-73A maintenance support team at Santa Rosa County's new aviation

customer service hangar at Peter Prince Airport in Milton.

"This delivery signifies a new era for Naval Aviation training," said Capt. Holly Shoger, Naval Undergraduate Flight Training Systems Program Office (PMA-273) program manager. "The combined government and contractor team set new standards to meet much needed requirements in the fleet. We are proud to develop and provide these new capabilities that will improve pilot training for many years to come."

The TH-73A Helicopter Instructor Training Unit (HITU) team under TW-5 at NAS Whiting Field will use the first Thrasher to validate the modernized curriculum efforts, which is a requirement prior to training student naval aviators with the new curriculum in the new system.

"The simple cockpit design and layout, pushbutton and toggle switch interface, advanced navigation and



(U.S. Navy photo by Mass Communications Specialist 2nd Class Jason Issacs/Released)

communication capabilities, and rapid control response make it the ideal training aircraft and the perfect stepping stone to any service rotary wing platform,” said Cmdr. Dustin Robbins, TW-5 AHTS Fleet Integration Team (FIT) officer in charge. “With its all-digital cockpit and fully integrated Flight Management System coupled with superior power and speed margins, the TH-73A is a lot of fun to fly.”


PMA-273 at Naval Air Systems in Patuxent River, Maryland, oversees the AHTS and TH-73A, and will determine the final disposition of the 35-year-old TH-57 Sea Ranger, which is scheduled to sundown in fiscal years 2022 through 2025.

The TH-73A Thrasher is named for the brown thrasher, a bird common to the skies over the Southeastern United States including Northwest Florida. The inconspicuous, yet territorial, bird is a fearless defender known for its low-level flying prowess.

TW-5 is comprised of three primary fixed-

wing and three advanced helicopter squadrons and trains aviators from the Navy, Marine Corps, Coast Guard, Air Force, and allied nations.

Headquartered at NAS Corpus Christi, CNATRA comprises five training air wings in Florida, Mississippi and Texas, which are home to 17 training squadrons. In addition,

CNATRA oversees the Navy Flight Demonstration Squadron, the Blue Angels, and the training curriculum for all fleet replacement squadrons. For aircraft information, visit <https://www.cnatra.navy.mil/aircraft-information.asp>. 



(U.S. Navy photo by Lt. Michelle Tucker/Released)

Training Air Wing 6 Changes Command

CNATRA Public Affairs

Training Air Wing (TW) 6 held a change of command ceremony at the National Naval Aviation Museum at Naval Air Station (NAS) Pensacola, Aug. 5.

Capt. Kenneth “Muscle” Russell relieved Capt. Scott “Mongo” Janik as TW-6 commodore, the Navy’s singular undergraduate naval flight officer (NFO) training air wing.

“I am excited to hand the reins of Training Wing 6 over to Capt. Ken “Muscle” Russell,” Janik said. “It has been an honor to serve all the warriors of TW-6 as the commodore for the past three years. We have been through a dizzying time with hurricanes, a pandemic and a variety of other challenges that we had to overcome to accomplish our mission. I was constantly amazed at the energy, resilience and efforts of each individual as we faced these challenges and continued to produce outstanding naval flight officers for the United States and our partner nations. Thank you all for your hard work and giving me the ride of a lifetime!”

Retired Navy Capt. Dan McCort served as the guest speaker. McCort was commodore of TW-6 when Janik received his Wings of Gold 25 years ago.

“Mongo, as I’ve had a chance to watch you and your career progress,” McCort said. “You’ve grown both as an officer and an aviator. I can’t tell you how much we appreciate your work, your service, your time, your effort and what you’ve done for the command. Congratulations on a job well done.”

Chief of Naval Air Training (CNATRA) Rear Adm. Robert Westendorff presided over the ceremony and presented Janik with the Legion of Merit for his exceptionally meritorious conduct while serving as commodore. “Capt. Janik has made such a huge impact on the future of Naval

Aviation,” Westendorff said. “The pace of operations has been incredible and under his stellar leadership, we graduated more than 770 naval flight officers. He led the team to success and now those men and women are ready to answer the nation’s call to protect our country and its interests. Thank you, Mongo, for the tireless enthusiasm you bring to the table every day and for all you’ve done for Training Air Wing 6.”

Janik, a native of Corvallis, Oregon, led his team to complete more than 48,000 sorties, 55,000 flight hours, and 81,000 simulator hours during his tenure. He will continue his naval service as director of the Naval School of Aviation Safety at NAS Pensacola.

Russell, a native of Olathe, Kansas, earned his Wings of Gold at Randolph Air Force Base (AFB) in Texas in 1999. He has accumulated more than 4,000 operational flight hours over five flying tours and most recently served as branch chief for C4I Airborne Platforms (J613) and division chief for Command Centers Division (J36) at

U.S. Strategic Command Headquarters at Offutt AFB in Nebraska.

“I am honored to have the privilege to lead and serve this superior team of aviation professionals,” Russell said. “As is our legacy, we will continue to overcome brisk headwinds as they arise with the resilience to produce the finest flight officers in the world – sending aviators to the fleet that are ready to fight and win in combat.”

Training Air Wing 6 is unique in the CNATRA enterprise in that it conducts primary, intermediate, and advanced NFO training all at one location. This is accomplished by three separate training squadrons: Training Squadron (VT) 10, VT-4 and VT-86. Additionally, the 2nd German Air Force Training Squadron (2nd GAF) is an integral part of the TW-6 International Military Training program.

For more information about TW-6, visit <https://www.cnatra.navy.mil/tw6/>



PENSACOLA, Fla. -Rear Adm. Robert Westendorff, left, presents Commodore, Training Air Wing (TW) 6 Capt. Scott Janik the Legion of Merit to recognize his excellent work during his time at the Wing. (U.S. Navy photo by Lt. Michelle Tucker)

RECOGNIZING EXCELLENCE

Civilian of the Quarter 1st Quarter 2021



Mrs. Darlena Craig earned recognition as the CNATRA Civilian of the Quarter for the 1st Quarter 2021. Craig serves as the Total Force Manpower and Personnel, Program Analyst, and Support Assistant for NI in Corpus Christi, Texas.

Craig's outstanding support efforts resulted in civilian personnel vacancy reductions, civilian promotions, department realignments, position description reclassifications and monetary time-off awards. She flawlessly coordinated Employee Relations on-the-go Supervisory Training with the Labor and Employee Relations Specialist to improve supervisory knowledge across the NATRACOM.

Senior Civilian of the Quarter 1st Quarter 2021



Mr. Dwayne Johnson earned recognition as the CNATRA Senior Civilian of the Year for the 1st Quarter 2021. Johnson serves as the Information Systems Technician Program Manager & Supervisor for N6 for Training Air Wing 5 in Milton, Florida.

Johnson quickly identified excess NMCI resources throughout Training Air Wing 5 to meet the Initial Operational Capability planned by the CNATRA Aviation Maintenance & Contracts Logistics and Information Technology departments. His involvement ensured vital assets were redistributed with zero impact to training operations. His team took corrective action to verify full functionality and operational NMCI capabilities were restored to each specific workstation prior to redistribution.

Fair Winds and Following Seas to Chief Yeoman James Coe



In a small ceremony on Aug. 23, Chief Yeoman James Coe received the Navy & Marine Corps Commendation Medal and departed Team CNATRA after a successful tour as the CNATRA flag writer.

Coe will report to Commander, U.S. 2nd Fleet as flag writer to newly promoted Vice Adm. Dan Dwyer.

Best wishes, Chief!



AIMD Pensacola Hangar Condemned

By Gene Mills / Photos by Robert Organo

Following a Naval Facilities (NAVFAC) building inspection of the Aircraft Intermediate Maintenance Department (AIMD) hangar conducted in early July 2021, it was determined that Hangar 3260 was to be condemned due to excessive rust/corrosion of major structural support beams.

The decision to relocate an operation that has been in one location for 45 years or more presents many challenges considering the extremely limited availability of buildings that have the needed power requirements, ventilation, work space, storage, etc. required to provide uninterrupted services from such a large industrial operation.

AIMD Pensacola provides a wide range of intermediate maintenance support and services for CTW-6, VT-10, VT-86, VT-4, Blue Angels, Air Force 479FTG, and other squadrons and activities within the Naval Air Training Command. These services include but are not limited to: Aviation Life Support Systems (ALSS), Non-Destructive Inspection (NDI), Metrology and Calibration (METCAL) Tire and Wheel repair, Aircraft Battery, Hydraulic testing and repair, Avionics, Oil Analysis, and Support Equipment (SE) for the following aircraft, the T-6A/B Texan, T-45



Goshawk, F/A-18E/F and C-130J which is more commonly known as Fat Albert.

As part of the building condemnation, Vertex Aerospace, Air Force, and Blue Angel over flow maintenance activities were ordered to evacuate their work spaces in BLDG. 3260 by August 15, 2021. Hangar 3260 has been home to AIMD contract maintenance personnel since 1989 for a total of 32 years. Records indicate hangar 3260 was built in 1967, and prior to 1989, AIMD Pensacola was operated by US Navy active duty personnel for an untold number of years.

CNATRA N4

Detachment Pensacola has been critical in successfully coordinating with Vertex, Public Works, CNATRA Headquarters, N6, Station Weapons, CNATRA N4 Det Whiting Field and others in locating new spaces that are suitable for AIMD and various mission essential activities

to relocate their entire operation.

Services that were once performed in a single 39,000 square foot building have now been relocated to 12+ different spaces dispersed across NAS Pensacola, NAS Whiting Field, and NAS Meridian. Public Works is in the process of scoping facility infrastructure projects to include NAS Pensacola building 1931 which is the old jet engine test cell facility that was vacated in the early 2000's.

Bravo Zulu to the Vertex Aerospace AIMD Management and Employees for their tireless effort in ensuring a seamless evacuation on hair trigger short notice with zero interruption to flight operations. Their dedicated efforts to providing continuous support for CNATRA and CTW-6 resulted in zero missed sorties or Student Naval Flight Officer (SNFO) training events.

To date, the decision has still not been made by big Navy on whether Hangar 3260 will be repaired or demolished and replaced. In either case, the earliest resolution is estimated to be between three and seven years.

N43 Government Property Supervisor

By Al Swain



Upon notification by Commander, Navy Installations Command (CNIC) to evacuate Naval Air Station (NAS)

Pensacola Hangar 3260 within 30 days due to major structural damage, CNATRA N43 transitioned all mission essential activities and personnel to 12 different locations across NAS Pensacola, Meridian, and Whiting Field.

This was achieved by coordinating with NAS Pensacola N4 Detachment,

Vertex Aircraft Intermediate Maintenance Department, Public Works Department, Blue Angels, 479th Air Force Wing, and a wide range of operational stakeholders to transition all mission essential activities and personnel to 12 different locations across NAS Pensacola, Meridian, and Whiting Field.

This herculean effort was executed flawlessly and directly resulted in a meticulously phased relocation of 7,000 pieces Support Equipment and 200 personnel meeting a 15

August 2021 deadline ahead of schedule with zero impact to flight operations.

BRAVO ZULU and JOB WELL DONE!

The N43 team has consistently met the N4 organizational vision to support all mission requirements as well as overcoming unforeseen obstacles on daily basis by developing sound solutions to unforeseen issues. This has been accomplished by the team's sound judgement, superb staff work, dedication and "can-do" attitude.

Aircraft Maintenance Material Readiness List / Support Equipment

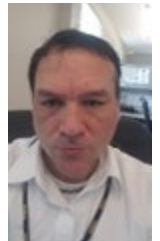
By Carlos Garcia

CNATRA IMRL Manager (N431) will be attending the FY22 Support Equipment Scheduled Depot Maintenance Rework Summit from 24-26 Aug 2021 at Fleet Readiness Center, Aviation Support Equipment (FRCASE), Solomons MD. The Depot rework Scheduled Maintenance List (SML) summit program is designed to forecast and approve the funding for the Navy's maintenance, repair and overhaul services for all support equipment that requires Depot rework. This effort to slate and

prioritize CNATRA's support equipment is critical in sustaining CNATRA's maintenance and logistics operations in the future.

- CNATRA N43, Detachments, Contractors and PMA 273 has made tremendous progress in identifying the T-45 and Aviation Intermediate Maintenance Department (AIMD) Support Equipment required to sustain operations into the future. The recent Individual Material Readiness Listing (IMRL) / Support Equipment meeting at Patuxent

River, MD in June 2021 was the next step in the long range plan to fill all Peculiar Support Equipment (PSE) and Common Support Equipment (CSE) deficits, develop and implement a support equipment "Phased Replacement" plan to replace aging equipment and increase allowances of support equipment with a quantity of one each on hand at any operating site that could impact the maintenance effort.



Fair Winds and Following Seas, Mr. Charles "Dan" Lee

Mr. Charles "Dan" Lee retired after 20 years of federal civil service. He worked as a quality assurance specialist at NAS Corpus Christi, NAS Pensacola and NAS Whiting Field. He also served as an industrial specialist and contracting officer representative, the role he held most recently. Dan's technical ability, exceptional attention to detail and dedication to the mission will be sorely missed. CNATRA Det held a small ceremony to bid him farewell, Aug. 27.



Welcome Aboard, Lt. Cmdr. Lashonda “LL” Irene Lara

OIC N4 Det Pensacola, Photo by Arriegios Thomas

Lara is originally from Wewahitchka, FL. She enlisted in the Navy in October 1995 and completed Recruit Training in Great Lakes, IL in February 1996.

In March 1996, she reported to HM-14 at Naval Station Norfolk, VA as an undesignated airman. In 1997, she advanced to Maintenance Administration man (AZ) Third Class Petty Officer and in 1998 year to Second Class Petty Officer. She completed two deployments aboard USS INCHON homeported in Ingleside, TX and deployed in support of North Atlantic and Mediterranean (ERU-97), Kosovo and Manama Bahrain.

In June of 2001, she reported to HSC-4 at Naval Station Norfolk, VA following “C” school in Pensacola, FL, where she deployed as Detachment Det ONE LPO/Maintenance Control Lead in support of Operations Enduring/Iraqi Freedom. In addition, she assumed the duties of System Administrator, Logs and Records and LPO of the AZ Locker.

She then transferred to VFC-12, NAS Oceana, Virginia Beach, VA in October 2006 as the LPO. She advanced to CPO and assumed duties as the Maintenance Staff and Supply LCPO.

In February 2009, she was selected for commissioning under the LDO program. Her first tour was with HSC-26 in Norfolk, VA, where she deployed onboard USS IWO JIMA (LHD 7) in support of Operation CONTINUING PROMISE 2010 and led numerous detachments as the Detachment Maintenance Officer.

In March 2013, she reported to Naval Surface Warfare Center, Panama City, Florida, as the Maintenance Officer and Contract Officer Representative.

In 2015, she reported to the USS ABRAHAM LINCOLN (CVN 72) where she held positions of Quality Assurance Officer, Support Equipment Officer and Aircraft Division Officer. In June 2018, she reported to CHSCWPAC to assume the duties as the AMO, RO and MATTO.

Lara has an Associates in Liberal Arts



from Saint Leo University, Bachelor of Science in Technical Management from Embry Riddle Aeronautical University and currently enrolled in Master of Science in Leadership at Embry Riddle Aeronautical University.

She achieved PAMO qualification, PQM Level I and LCL Level I Certifications. Her awards in Navy and Marine Corps Commendation Medal (five awards); Navy and Marine Corps Achievement Medal (seven awards); and numerous campaign medals and ribbons.

Fair Winds and Following Seas to Cmdr. Matthew Riggins



A retirement ceremony was held onboard NAS Whiting Field on for Commander Matthew Riggins, July 23. Riggins is retiring after 34 years of Enlisted and Commissioned Officer experience.

He was a prior Chief Petty Officer and commissioned under the Limited Duty Officer Program as an Aviation Maintenance Officer. He has been the Officer-in-Charge of CNATRA Detachment NAS Whiting Field since August 2019.

We wish him and his family the best as he moves on to conquer other life goals and enjoy his well-earned retirement.

Government Property Management & Accountability Equipment

By Tim Schroeder

CNATRAINST 4355.4B is the primary guidance for CNATRA N4 Detachments Industrial Property Management Specialists in conducting Surveillance/Audits of Government Furnished Property/ Government Property in the possession of CNATRA's various contractor operating sites.

The program is critical to ensure the proper management oversight of over \$750 million dollars of Government property within CNATRA and to ensure compliance with Department of Defense/Navy's Financial Audit Readiness (FIAR) compliance.

CINCPACFLT/CNAF Navy Material Accountability (NMAC) program

requires an annual inventory of all assets managed in the Defense Accountability Accounting System (DPAS).

Beginning in October FY 22, the CNATRA N4 Detachment Industrial Property Specialist will begin the inventory and complete the inventory no later than 30 November 2021. After the inventory is completed, the Defense Property Accountability System (DPAS) must be updated to reflect the inventory completion.

Property Management System Analysis (PMSA) at each operating site will begin again in early FY 22. CNATRA Property Administrator

has requested proposed schedules from CNATRA N4 Detachment Industrial Property Management Specialist IPMS and a final schedule will be promulgated upon finalization.



The PMSA includes a detailed audit of all facets of the contractor's Property Management System to ensure strict accountability / management of CNATRA's Government Furnished Property/ Government Property and to ensure compliance with the Navy's Financial Audit Readiness (FIAR) compliance.

Aviation Life Support System and Cartridge Activated Device Class Desk

By Chris Poth



In an effort to ensure CNATRA N4 personnel is staying fit to fight during the current pandemic, we have commenced N4

Health and Wellness for those personnel who wish to participate by doing 20 push-ups at the top of every hour, totaling an impressive 180 push-ups each day.

We are working closely with PMA-202 Engineers to test Wireless Communication Ear Protection (WCEP) devices. CNATRA has 12 pilots who are currently testing the new WCEP. Testing and Evaluation will be completed in 60 days. After the evaluation, feedback will be provided PMA-202 Engineers for further evaluation.

Twelve new T-6 parachute-packing presses were procured for the T-6 program and the first delivery was received this month.

Each CNATRA T-6 operating site will be issued 4 new parachute packing presses and the T-45 NAS Kingsville program will receive 2 new presses in May 2022.

All of the parachute packing presses will be managed and maintained by the supporting CNATRA Aviation Intermediate Maintenance Department (AIMD).

This effort will allow AIMD to process more parachutes in support of the T6/T45 critical parachute Head Box maintenance, thus improving support to aircraft readiness.

Below is the current delivery schedule of the Parachute Packing Presses:

NAS Whiting Field:

2 Parachute Packing Presses: 30 July 21 (Received)
2 Parachute Packing Presses: 31 August 2021

NAS Pensacola:

2 Parachute Packing Presses: 30 Sep 21
2 Parachute Packing Presses: 29 Oct 21

NAS Corpus Christi:

2 Parachute Packing Presses: 30 Dec 21
2 Parachute Packing Presses: 31 Jan 22

NAS Kingsville:

2 Parachute Packing Presses: 31 May 22

N6/ SECURITY HINTS & TIPS: Social Engineering Red Flags (Links and Attachments)

The prevalence of phishing scams is at an all-time high. Because you are the key to preventing a cyberattack within CNATRA, it is important to question the legitimacy of every email you receive. Below is a list of questions to ask yourself about any links or attachments on the email that may help you realize that you are being phished.

Are there hyperlinks in the email?

- Hover over any links and check the link address. Does it match the website for the sender exactly?
- Did you receive a blank email with long hyperlinks and no further information or context?
- Does the email contain a hyperlink that has a misspelling of a well-known website?
- Is the sender's email from a suspicious external domain?

“If you notice anything about the email that alarms you, do not click links, open attachments, or reply.”

send an email with a possibly dangerous file type? Files with a .TXT extension are typically safe, but beware, files can be disguised with a different type of file extension.

If you notice anything about the email that alarms you, do not click links, open attachments, or reply.

Remember, you are the last line of defense to prevent cyber criminals from succeeding and making CNATRA susceptible.

Tech Support Scams Become Favorite Phishing Attacks

The COVID-19 pandemic opened new doors for scammers. Ranging from phishing attacks to unemployment fraud, no attack vector has gone unexploited. Talking about phishing attempts, your spam folder provides you quite a detailed

glimpse of the threats looming over you. As per a recent report, tech support scams have obtained the most-favorite status among phishing attacks, followed by survey and supplement scams.

Some stats your way

- In the past 100 days, Norton blocked 23.69 million phishing attempts, with the greatest number of tech, survey, and supplement scams.
- In the past quarter, 909 million threats were detected. Among these, 55.97 consisted of file-based malware and 405,710 were mobile malware.
- Phishing attacks witnessed a spike of 284% in June. In May, the increase was 281%, which can be attributed to spambot activities and an increase in SMBC and Amazon phishing.

Why does it matter?

- With the vast size of the online cookie ecosystem, opportunities for privacy violations have increased.
 - The encryption feature in popular chat apps is being abused by threat actors to sell illegal stuff.
 - Cybercriminals are concocting various social engineering techniques to target gamers.
- Beware of other scams
- More than half (68%) of all Australians underwent some kind of tech support scam.
 - An alleged Robocall scam targeted almost 58,000 individuals in Florida who became unemployed due to the pandemic.
 - Scammers are capitalizing on the Windows 11 launch announcement. They are disseminating fake installers carrying malware.

The Bottom Line

Tactics leveraged by fraudsters have evolved - from cold calling to sophisticated schemes. People have been losing a lot of money from such scams mostly due to the lack of awareness. Tech support scams remain a pain in the neck across all industries and will possibly continue so until people are trained and educated on cyber threats. Be on alert from phishing and other scams.

FlankSpeed

FlankTube([https://flankspeed.sharepoint-mil.us.mcas-gov.us/sites/Flank_Speed_Hub/SitePages/Flanktube-\(PH\).aspx](https://flankspeed.sharepoint-mil.us.mcas-gov.us/sites/Flank_Speed_Hub/SitePages/Flanktube-(PH).aspx)) is your one-stop shop for video content on the FlankSpeed tenant. Here, you will find tutorial videos that can help you through some of the frequent challenges that are being reported, training shorts focused on some of the products and resources within the Microsoft 365 suite, testimonial videos from Flank Speed users who have unlocked gains through this new cloud environment, and much more!

Introduction to OneDrive

OneDrive is the Microsoft 365 service that enables users to access, share, and collaborate on files from anywhere. OneDrive lets users view files within a browser, share and find content, and sync that content so they can access it offline. It also empowers your organization to control, secure, and retain that content when necessary.

OneDrive provides users:


- Anywhere access to their files. Users can easily store, access, and discover individual and shared work files in Microsoft 365, including Microsoft Teams, from all their devices. Offline edits will automatically sync the next time they connect.
- Seamless collaboration with files. Users can work faster and smarter with people inside or outside your organization. They can securely share files and work together in real time using Word, Excel, and PowerPoint across web, mobile, and desktop.
- Untethered mobility. Users can create, view,

edit, and share files on the go with the OneDrive mobile app. They can easily capture whiteboards and scan work receipts, business cards, and other paper documents for safekeeping.

- Security and protection for files. Back up and protect files with. Easily recover files from accidental deletions or malicious attacks. Administrators can manage security policies to help keep information safe.

- OneDrive employs a sync app to manage files on your Windows PC, Mac, iOS, or Android devices. OneDrive is included as part of your organization's subscription to Microsoft 365, Office 365, or as a standalone product. As an IT Professional, you have enhanced capabilities to provide security and compliance for those files in OneDrive.

The core functionality of OneDrive includes:

- Sync app for Windows and Mac
- Mobile apps for Android and iOS
- Web experience
- Integration with Microsoft 365 apps and a common file sharing experience
- Security and compliance controls 

NMCI / Flank Speed Accounts

As a reminder, NMCI has re-enabled the dormant account policy which will result in the disablement of NMCI accounts that have not been accessed on 30 days.

If you have been working solely OFF VPN, it is highly encouraged that you log in to the VPN from a NMCI machine immediately. Logging in via VPN will 'reset' the login counter.

Please note that while logging in to NMCI Outlook Web Access resets that timer, logging in to Flank Speed Outlook Web Access does NOT.

If you are email migrated to Flank Speed and have only been using web access instead of logging in to the NMCI VPN, your account is at risk.

Please note that if you use RAS Tools to VPN into NMCI, or if your NMCI workstation is connected to NMCI when you log in, you are fine – it is touching the NMCI network that resets the clock, and your laptop will receive updates if you leave the RAS connected after working hours.

Many of us are currently living in two places, logging into the specific environment (Flank Speed / NMCI) resets the clock for that environment only.

Going forward this will all be unified but while we are "one foot on the dock and one foot in the boat" we have this constraint. So, the best bet if you are working remotely is to RAS into NMCI on a regular basis.



N7/Training News

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

Greetings...I hope you all have had a safe and fun summer. Hard to believe Labor day is just around the corner. We continue to be very busy in the N7 directorate.

I can report to you that the entire NATRACOM has now transitioned from the Training Integrated Management System (TIMS), inherited from our time with the USAF, to the Training Command – Sierra Hotel Aviation Readiness Program (T-SHARP). T-SHARP is a made for the Navy Training Management and Learning Management System.

It is part of the Naval Aviation Enterprise SHARP suite of applications for monitoring and measuring readiness. The transition has been a multi-year effort, with virtually every part of the NATRACOM involved in some fashion...the training departments, IT Departments, Contracts, Financial, Legal, Admin, Operations, and our contractor colleagues.

It has taken a lot of work by a lot of people and we are not done yet. Now that the transition is complete we will continue to evaluate and improve the function of the system to become more user friendly with increased reliability. This is a major milestone in the CNATRA timeline.

On another front, we have entered into a partnership with the Joint Artificial Intelligence Center (JAIC) to help us identify a schedule optimization tool powered by Artificial Intelligence. The JAIC was established in 2018 to seize upon the transformative potential of Artificial Intelligence technology for the benefit of America's national security.

This is exciting stuff! We have been in search of schedule optimization tool for many years, but the complexity and many variables have made previous attempts unsuccessful.

We think that AI technology may finally help us achieve success. The JAIC's attempt at solving this for us is titled Aviation Enterprise Schedule Optimization Platform (AESOP). Through AESOP, the JAIC will survey industry to identify what is currently available or identify what needs to be developed. This effort is just underway so stay tuned for updates.

This month we say Welcome aboard to four new shipmates, CDR Choe, CDR Carey, CDR Schwab and Mr. Neil Glover. We also have to say fare well to a trusted teammate, Ms.

Lisbet Garza from out TW2 Site Support staff. Time marches on, the faces change, but the mission stays the same...Press. FDR sends.

Instructional Systems Design in the NATRACOM

This month we discuss Flight Instructor Standardization and the Memory's method for processing information

Flight Instructor Standardization and Training Program

The Instructor Under Training (IUT) Program. IUTs report from widely diverse fleet communities. They each arrive with a unique array of strengths and degrees of proficiency. Instructor Training Unit's (ITU) Instructor Pilots (IP) consider the background of each IUT and tailor the instruction to ensure they receive the optimal training experience. It is imperative that all prospective flight instructors receive their NATOPS qualification and instructor designation in a standardized manner. Each TRAWING Commander is charged with establishing an Instructor Training Unit within their TRAWING for each of the Type, Model, and Series aircraft. The TRAWING Commander ensures the ITU program is comprised of highly qualified and highly motivated standardization instructors. The unit's operational and administrative requirements are supported by the TRAWING staff. The ITU instructor's primary duty is instruction and standardization of prospective flight instructors. To meet surge requirements, TRAWING "S" qualified instructors may be used as required.

Much is expected of our IPs. The following are some of the things we ask of our instructors:

Teach Situational Awareness (SA)

- What is "headwork/SA?"
- When will information overload likely occur?
- What/where is the critical information?
- How do we organize and manage information?
- How to "get ahead of the plane"
- Crew Resource Management
- Technology Management

Teach Physical Skills.

- Walk through the maneuver, task, and procedure
- Use more time and space to slow the pace
- “Chunk” the task. Practice elements before combining
- Mentored Practice

Teach Decision-making

- Scenarios, “What ifs” during flight planning
- Situational analysis, Walk through how a situation unfolds
- How do you recognize a “situation?”
- Options and outcomes. Advantages and disadvantages
- Recognizing trends (positive and negative)
- Thinking geometrically (visualizing future branches)
- Recognizing effects of decisions and actions
- Communication and collaboration

Mentoring

- At its most basic level, mentoring is a process in which an individual with more experience or expertise provides encouragement, advice, and support to a less experienced colleague, with the goal of helping the person being mentored learn something that he or she would have learned more slowly, less effectively, or not at all if left alone (Managers as Mentors by Chip Bell)
- As defined by Margo Murray in “Beyond the Myths and Magic of Mentoring,” mentoring is: “The deliberate pairing of a more skilled or experienced person with a lesser skilled or experienced one, with the agreed-upon goal of having the lesser skilled person grow and develop specific competencies”

Fundamentals of Learning: Storage & Consolidation

Memories are not stored as exact replicas of experiences; instead, they are modified and reconstructed during retrieval and recall.

Memory storage is achieved through the process of encoding, through either short- or long-term memory. During the process of memory encoding, information is filtered and modified for storage in short-term memory. Information in short-term memory deteriorates constantly; however, if the information is deemed important or useful, it is transferred to long-term memory for extended storage.

Because long-term memories must be held for indefinite periods of time, they are stored, or consolidated, in a way that optimizes space for other memories. As a result, long-term memory can hold much more information than short-

term memory, but it may not be immediately accessible.

The way long-term memories are stored is similar to a digital compression. This means that information is filed in a way that takes up the least amount of space, but in the process, details of the memory may be lost and not easily recovered. Because of this consolidation process, memories are more accurate the sooner they are retrieved after being stored. As the retention interval between encoding and retrieval of the memory lengthens, the accuracy of the memory decreases.

Short-Term Memory Storage

Short-term memory is the ability to hold information for a short duration of time (on the order of seconds). In the process of encoding, information enters the brain and can be quickly forgotten if it is not stored further in the short-term memory. George A. Miller suggested that the capacity of short-term memory storage is approximately seven items plus or minus two, but modern researchers are showing that this can vary depending on variables like the stored items’ phonological properties. When several elements (such as digits, words, or pictures) are held in short-term memory simultaneously, their representations compete with each other for recall, or degrade each other. Thereby, new content gradually pushes out older content, unless the older content is actively protected against interference by rehearsal or by directing attention to it. Information in the short-term memory is readily accessible, but for only a short time. It continuously decays, so in the absence of rehearsal (keeping information in short-term memory by mentally repeating it) it can be forgotten.

Long-Term Memory Storage

In contrast to short-term memory, long-term memory is the ability to hold semantic information for a prolonged period of time. Items stored in short-term memory move to long-term memory through rehearsal, processing, and use. The capacity of long-term memory storage is much greater than that of short-term memory, and perhaps unlimited. However, the duration of long-term memories is not permanent; unless a memory is occasionally recalled, it may fail to be recalled on later occasions. This is known as forgetting.

Models of Memory Storage

A variety of different memory models have been proposed to account for different types of recall. In order to explain the recall process, however, a memory model must identify how an encoded memory can reside in memory storage for a prolonged period of time until the memory is accessed

again, during the recall process. Note that all models use the terminology of short-term and long-term memory to explain memory storage.

Multi-Trace Distributed Memory Model

The multi-trace distributed memory model suggests that the memories being encoded are converted to vectors (lists of values), with each value or “feature” in the vector representing a different attribute of the item to be encoded. These vectors are called memory traces. A single memory is distributed to multiple attributes, so that each attribute represents one aspect of the memory being encoded. These vectors are then added into the memory array or matrix (a list of vectors). In order to retrieve the memory for the recall process, one must cue the memory matrix with a specific probe. The memory matrix is constantly growing, with new traces being added in.

Neural Network Model

The multi-trace model has two key limitations: the notion of an ever-growing matrix within human memory sounds implausible, and the idea of computational searches for specific memories among millions of traces that would be present within the memory matrix sounds far beyond the scope of the human-recalling process. The neural network model is the ideal model in this case, as it overcomes the limitations posed by the multi-trace model and maintains the useful features of the model as well. The neural network model assumes that neurons form a complex network with other neurons, forming a highly interconnected network; each neuron is characterized by the activation value (how much energy it takes to activate that neuron), and the connection between two neurons is characterized by the weight value (how strong the connection between those neurons is). In this model, connections are formed in the process of memory storage, strengthened through use, and weakened through disuse.

Dual-Store Memory Search Model

The dual-store memory search model, now referred to as the search-of-associative-memory (SAM) model, remains one of the most influential computational models of memory. Two types of memory storage, short-term store and long-term store, are utilized in the SAM model. In the recall process, items residing in the short-term memory store will be recalled first, followed by items residing in the long-term store, where the probability of being recalled is proportional to the strength of the association present within the long-term store. Another type of memory storage, the semantic matrix, is used to explain the semantic effect associated with memory recall.

Consolidation

Memory consolidation is a category of processes that stabilize a memory trace after its initial acquisition. Like encoding, consolidation affects how well a memory will be remembered after it is stored: if it is encoded and consolidated well, the memory will be easily retrieved in full detail, but if encoding or consolidation is neglected, the memory will not be retrieved or may not be accurate. Consolidation occurs through communication between several parts of the brain, including the hippocampus, the amygdala, and the cerebellum (Hippocampus: critical to formation of new memories; Amygdala: “modulates” the strength of the memory based on emotional arousal - Greater arousal enhances retention of stimulus; Cerebellum: critical to procedural memory).

Next Month – the Hippocampus, the Amygdala, the Cerebellum, Connectionism and Network Models, Parallel Distributed Processing Model, Neural Correlates, & Memory Traces.

Fair Winds and Following Seas

Lisbet Garza has been a reliable fixture at TW2. As one of our Site Support team members, the squadrons relied on her Subject Matter Expertise on a daily basis.

She participated in the TSHARP transition for 3 of our Training Air Wings. She has been selected for the Training Management System Functional Administrator at TRAWING FOUR.

While we will miss her greatly in N7, it is reassuring to know she is still in the NATRACOM family.



WELCOME ABOARD



CDR Michael “Choenado” Choe

CDR Michael “Choenado” Choe will be assuming duties as the Multi-Engine Pipeline Training Officer (PTO).

CDR Choe is joining us from FIFTH Fleet Staff, where he served as the MOC XO and the Deputy FOPS Director.

During his career he has flown over 3400 hours in six naval aircraft including the P-3C, P-8A, and the TC-12B.

CDR Shannon “Prince William” Andrew

CDR Shannon Andrew (Drew) “Prince William” Corey was born in Duluth, MN and grew up in Reading, Pennsylvania.

He is a 2000 graduate of the Naval Academy. Drew is a P-3C pilot, with tours in Brunswick, ME and Kaneohe Bay, HI. He was most recently stationed in Accra, Ghana from June 2018-June 2021 where he was the American Legation U.S. Naval Attaché (ALUSNA) for the countries of Ghana, Togo, and Benin. This is his 3rd time in Corpus, having trained in VT-27 and VT-35 as a student and instructed in VT-28.



Neil Glover

Neil Glover is our new Illustrator in the Flight Training Support Center.

Neil was born in Louisville, KY, he enlisted in the Navy in 1992 and is a retired Navy Illustrator/Draftsman. He has worked for National Geospatial Intelligence Agency, Missile Defense Agency, Department of Veterans Affairs and Naval Training Facility (Top Gun), Fallon, NV. He holds a degree in Fine Arts and Audio Engineering.



Carrier Qualifications aboard USS Abraham Lincoln

Our Golden Eagle team flew 20 jets and dozens of students to conduct Carrier Qualifications off the California coast, Aug 27. This is their first time landing on and launching from an aircraft carrier. The incredible crew at USS Abraham Lincoln, including civilian maintainers, admin/support staff and instructor pilots, ensure a successful CQ.



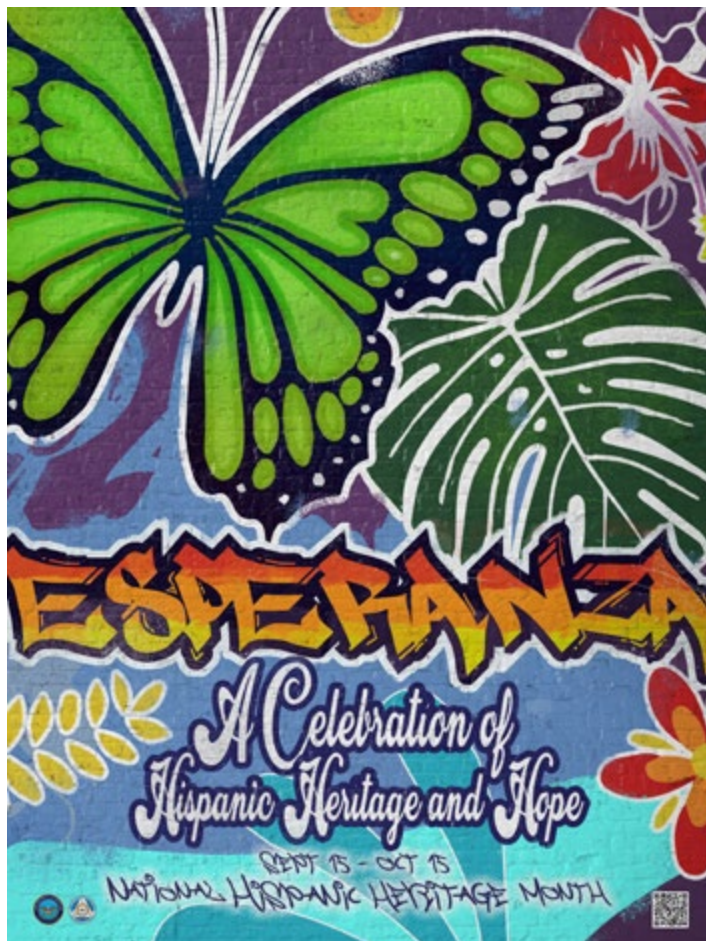
September is Hispanic Heritage Month

Every year the Department of Defense (DoD) joins the Nation in celebrating and honoring the cultures and contributions of Hispanic and Latino Americans. This year's theme is: "Esperanza: A Celebration of Hispanic Heritage and Hope."

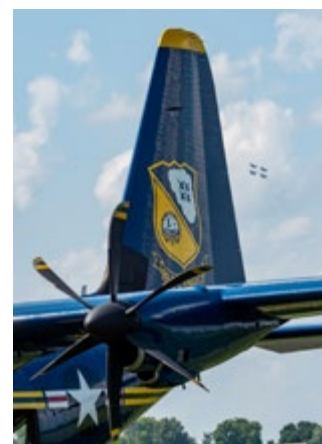
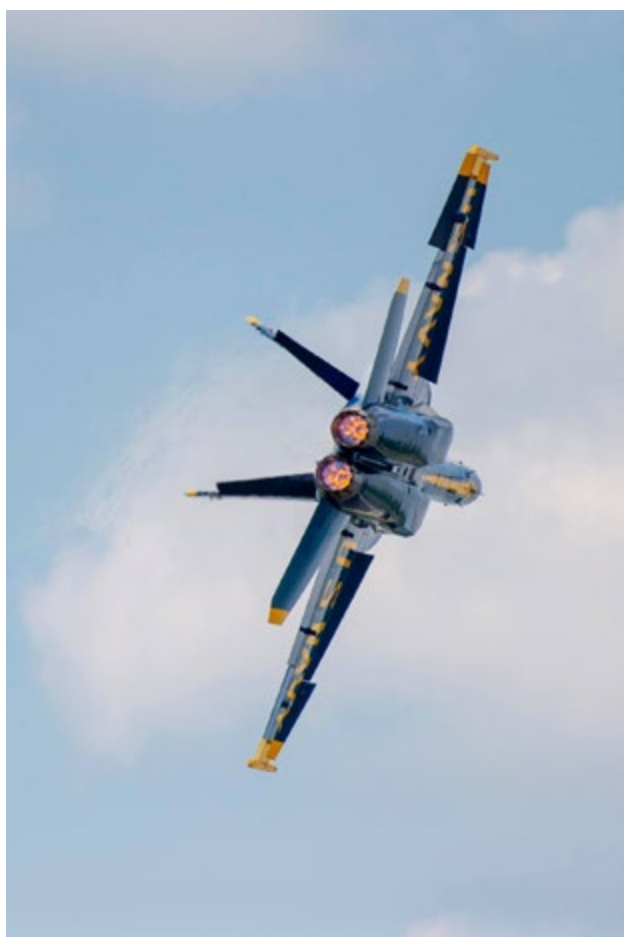
Hispanic Heritage Month is celebrated from September 15-October 15. September 15 is significant because it is the anniversary of independence for Latin American countries Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua. In addition, Mexico and Chile celebrate their independence days on September 16 and September 18, respectively.

The term **Hispanic** refers to people of any race who trace their ethnic roots to a country where Spanish is the main language, including Spain. **Latino** refers to people of any race who trace their roots back to countries from the Caribbean, Mexico, and throughout Central and South America.

Today, thousands of Hispanic-American Service members throughout the world are protecting our nation. Just as in generations past, we honor our Hispanic community—military and civilian—for their significant contributions to (or toward) protecting the United States and embodying the DoD values that unite us all as one team.



BLUE ANGELS 2021 AIR SHOW SEASON HIGHLIGHTS



Connect to Protect: September is Suicide Prevention Month

Military Health System

How can you be a year-round suicide prevention resource for your unit, peers, or family?

1) Connect with Self.

It is important to focus on your health and wellness.

- Participate in spiritual or community activities and groups.
- Volunteer for causes or organizations that you care about.
- Spend time with friend and family members - whether in-person or virtually, depending on what is best.
- Seek support from peers, family, or health professionals.
- Reach out to others.

2) Connect with Others.

Strategies to prevent suicide are not limited to when someone is at-risk. There are lots of ways to #BeThere for members of your community and strengthen connections. Show your support:

- Check-in with friends and family. Let them know you care.
- Plan activities that you can enjoy together.
- Listen when they want to talk.
- Accept what he or she has experienced without judgement.
- Resist the temptation to problem-solve.
- Reassure them.
- Express care and concern.
- Encourage them to get help and stay in touch with friends and family.
- Get to know your military and community resources.

3) Learn How to Help.

Warning signs include:

- Expressing suicidal thoughts or making a plan for suicide.
- Withdrawing from family, friends, or unit.
- Expressing feelings of hopelessness, helplessness, or worthlessness.
- Talking about Suicide or wanting to die.
- Sudden changes in mood or personality.

4) Speak Up. If you are concerned about someone, ask if they are thinking about suicide, have a plan, and have the means, such as a firearm, medication, or other methods of self-harm.

5) Listen and Offer Support. Be calm and express concern. Take what they say seriously and ask how you can help.

6) Act Quickly. If you are concerned, they are at an imminent risk for suicide, do not leave them alone and seek help immediately.

Contact a crisis line, Chaplain, health provider, emergency room,



or 911.

The Veteran/Military Crisis Line is available 24/7 at 1-800-273-8255 (Press 1).

- Remove any weapons, drugs, or other means of self-injury from the area if possible.
- If you are on the phone with an individual who believes is in immediate danger, try to keep him or her on the line while you are someone else calls 911.
- Ask if there are someone nearby who could offer support and keep talking to the individual until help arrives.

Remember, there is no one "fix," and no single person or organization can prevent suicide alone. We encourage you to take steps in September and year-round to Connect to Protect.



**NATIONAL
SUICIDE
PREVENTION
AWARENESS**

MHS Military Health System
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ALL HANDS

20 YEARS
SINCE 9/11

SEPTEMBER 2021