

CNATRA

HQ COMMUNICATOR

APRIL 2022

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/MISSION BRIEF

To safely train the world's finest combat quality naval aviation professionals, delivering them to our naval forces at the right time in the right quantity with the right skills at the right cost.

/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

PACIFIC OCEAN (MAR 16, 2022) T-45C Goshawks from the “Golden Eagles” of Training Squadron (VT) 22, rest on the flight deck of the aircraft carrier USS Nimitz (CVN 68). Nimitz is underway conducting routine operations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Justin McTaggart)

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/APRIL IN NAVAL HISTORY

April 1, 1893 - Navy General Order 409 establishes the rate of Chief Petty Officer.

April 24, 1906 - Reburial Commemoration Ceremony for Capt. John Paul Jones is held at the Naval Academy. At the ceremony, President Theodore Roosevelt delivers a speech in honor of the legendary Revolutionary War naval captain.

April 11, 1911 - Lt. Theodore Ellyson completes his aviator training at the Glenn Curtiss Aviation Camp at North Island, San Diego, Calif., and becomes Naval Aviator No. 1.

April 20, 1914 - The first call-to-action of naval aviators is given, creating an aviation detachment of three pilots, 12 enlisted men, and three aircraft to join the Atlantic Fleet forces operating off Tampico during the Mexican crisis.

April 25, 1914 - In the first use of U.S. Navy aircraft in a combat situation, Lt. j.g. P.N.L. Bellinger made a flight from USS Mississippi's aviation unit at Vera Cruz, Mexico, to observe the city and make preliminary search for mines in the harbor.

April 5, 1944 - PB4Y aircraft (VB 109) sink Japanese auxiliary submarine chaser Cha 46 off Wake Island.

April 7, 1945 - Fast Carrier Task Force 58 aircraft attack the Japanese First Diversion Attack Force, sinking Japanese battleship Yamato and light cruiser Yahagi west-southwest of Kagoshima, Japan, as well as sinking four Japanese destroyers and damaging four others in the East China Sea.

April 23, 1945 - Navy Patrol Bomber PB4Y Liberators (VPB 109) employ Bat missiles against Japanese shipping off Balikpapan, Borneo in the first combat use of the only automatic homing missile to be used in World War II.

April 30, 1945 - Navy patrol bombers PB4Y (VPB 103) and a PBY-5A Catalina aircraft flown by Lt. Fredrick G. Lake from VP 63 sink two German submarines off the coast of Brest, France.

April 18, 1958 - Lt. Cmdr. G.C. Watkins flying a Grumman F11F-1F Tiger at Edwards Air Force Base, Calif., for the second time in three days sets a world altitude record of 76,938 feet.

April 8, 1959 - The first seven Mercury astronauts are selected, including three Navy aviators and one Marine: Lt. Cmdr. Walter M. Schirra, Lt. Malcom S. Carpenter, Marine Lt. Col. John Glenn Jr., and Lt. Cmdr. Alan B. Shepard.

April 19, 1960 - The Grumman A2F-1 Intruder makes its first flight. The Intruder receives the designation of A-6A in 1962, and upon entering service in 1963, becomes the U.S. Navy and Marine Corps principle all weather/night attack aircraft.

April 4, 1981 - USS Stephen W. Groves (FFG 29) is launched and commissioned the following year. She is named in honor of Ensign Groves for “fearlessly plunging into aerial combat against large formations of enemy aircraft threatening the American carriers in the Battle of Midway.”

Chief of Naval Air Training Announces 2021 Training Excellence Awards

Anne Owens, CNATRA Public Affairs

Chief of Naval Air Training (CNATRA) announced the recipients of the 2021 Training Excellence Awards for outstanding achievements and mission support throughout all Training Air Wings, squadrons, flight instructors, student naval aviators and flight surgeons.

“The recipients of these awards have shown an exceptional drive for excellence and have delivered on the highest standards of training,” said CNATRA Rear Adm. Robert Westendorff. “They are consistently focused on our mission. They inspire us and raise the bar for our standards of performance. I am honored to announce our awardees and am proud of each one.”

The CNATRA Training Excellence Awards recognize exceptional individual achievement as well as primary and advanced training squadrons that exceeded mission goals while maintaining the highest standards of safety and professionalism.

The “Rangers” of Training Squadron (VT) 28 in Corpus Christi, Texas, received the CNATRA Training Excellence Award (primary squadron).

The “Hellions” of Helicopter Training Squadron (HT) 28 in Whiting Field, Florida, received the CNATRA Training Excellence Award (advanced squadron) and the Vice Adm. Robert Goldthwaite Training Excellence Award for the top overall Naval Air Training Command squadron.

The “Stingrays” of VT-35 in Corpus Christi received the CNATRA Squadron Augmentation Unit (SAU) Award for achievements in flight training as a Navy Reserve unit.

CNATRA recognized the following individuals for their contributions as

flight instructors: Flight Instructor of the Year - Lt. Chaun Chang, with HT-28; Reserve Component Flight Instructor of the Year - Lt. Cmdr. Matthew Roberts, with the “Wildcats” of VT-10 in Pensacola; George M. Skurla Naval Flight Officer Instructor of the Year – Lt. Alvaro Merino, with the “Warbucks” of VT-4 in Pensacola.

The Orville Wright Achievement Award, sponsored by the Daedalian Foundation, recognizes the students who achieved the highest grade average for a six month period. The January to June recipient was Lt. j.g. Andrew Brown, who earned his wings at HT-28 and the July to December recipient was Marine 1st Lt. Jordan M. Anderson, who winged with the “Eightballers” of HT-8.

The McCampbell and Foss Awards, sponsored by the American Fighter Aces Association, are awarded to graduates who excelled in the Air Combat Maneuvering stage during flight training. CNATRA selected Lt. j.g. Hunter C. Koltes who winged with the “Redhawks” of VT-21, and Marine 1st Lt. Alex Robertson, who winged with “Eagles” of VT-7, for the awards, respectively.

CNATRA named Lt. j.g. Brooke Houle, who winged with the “Sabrehawks” of VT-86 in Pensacola, Florida, the Outstanding Female Flight Student Graduate for 2021. This award recognizes the Naval Air Training Command female flight student with the highest grade average and is sponsored by the National Society, Daughters of the American Colonists.

CNATRA selected Lt. j.g. Carter Olson, who winged with VT-21, as the recipient of the Britannia Award, sponsored by the British Royal Navy. The Britannia Award is presented

to the student naval aviator earning the highest overall weapons score and performance in advanced strike training.

The Rear Adm. Thurston James Memorial Award is presented to the Naval Flight Officer who achieves the highest overall flight and academic grades. CNATRA selected Ensign Brandon Chall, who winged at VT-4.

The Reserve Officer Association Selected Reserve Junior Officer of the Year is Lt. Cmdr. Alex Therre, VT-4. The Association of the United States Navy Selected Reserve Junior Officer of the Year is Lt. Cmdr. Colby Grelle, with the “Tigers” of VT-9. The Association of the United States Navy Full Time Support Junior Officer of the Year is Lt. Cmdr. Kenneth Dalton, VT-35.

CNATRA’s awards program also recognizes individuals who have made significant contributions to the mission outside the cockpit. Lt. John Curnes, Training Wing Four, is named CNATRA Flight Surgeon of the Year. Lt. Asher Frankfurt, with the “Golden Eagles” of VT-22, is named Landing Signal Officer of the Year. The LSO of the Year Award is sponsored by the Tailhook Association.

CNATRA, headquartered aboard Naval Air Station Corpus Christi, Texas, safely trains the world’s finest combat quality naval aviation professionals, delivering them to our naval forces at the right time, in the right quantity, with the right skills, at the right cost.



CNATRA announces 2021 Sailor of the Year

Anne Owens, CNATRA Public Affairs

Chief of Naval Air Training (CNATRA) is pleased to announce Naval Aircrewman (Helicopter) First Class (NAC/AW) Zachary P. Sykora of Helicopter Training Squadron 8 (HT-8) as the 2021 Sailor of the Year.

Sailor of the Year is a program that recognizes Sailors who exemplify the Navy's core values, show superior leadership, performance, and command impact.

Sykora was selected as the top performer among other first class petty officers across the Naval Air Training Command, which spans five training air wings and 17 squadrons in Florida, Texas and Mississippi. Sykora has served 17 years in the U.S. Navy and enlisted in 2004 in response to the attacks on Sept. 11, 2001.

"I wanted to serve my country," Sykora said. "I was in high school when the terrorist attacks of Sept. 11 rocked our country. I had a calling to join, and was convinced by my family to pursue higher education. After high school, I attended college but always felt that I needed to support my fellow Americans who had joined the call earlier, so I enlisted."

He attributes earning the title of Sailor of the Year to his dedication to the mission and a resolute spirit to accomplish what he sets out to do.

"I brought my hardworking, never-quit mentality with me when I transferred to HT-8," Sykora said. "From the beginning, I have strived to streamline the training process and give 110% to the command and the Navy. When the pandemic effected some of community relations events, we still found ways to give to the community.

"I had a great Chief who mentored me and helped me grow from a middle of the pack sailor to an elite First Class Petty Officer.

"My mentors helped me develop into the Sailor I am today," he continued. "They showed me effective leadership techniques as well as how to make the most of the opportunities presented to me. I try to channel the same energy and characteristics of my mentors."

According to Chief Naval Aircrewman (Helicopter) Christopher Mefford, it's Sailors like Sykora that bring him great pleasure to serve in the Navy.

"AWS1 Sykora's exemplary performance as a fellow 'Eightballer' and Naval Aircrewman remind me of why I love being a part of the United States Navy," said Mefford. "He leads by example and makes being his Chief an easy job."

Sykora is a native of Lake Tahoe, Nevada, and has served with the "Warhawks" of Helicopter Anti-Submarine Squadron (HS) 10, the "Merlins" of Helicopter Combat Squadron (HSC) 3, the "Golden Gators" of HC-85 as they transitioned to the "High Rollers" of HSC-85, the "Longhorns" of the Naval Air Station (NAS) Fallon, Nevada, Search and Rescue (SAR) team, the "Island Knights" of HSC-25 in Guam, the "Chargers" of HSC-14, and now with the "Eightballers" of HT-8.

He is designated as the Transition Team Aircrew Instructor for the TH-73 Thrasher and he is the current Training Air Wing Five Enlisted Naval Air Training and Operating Procedures Standardization (NATOPS) evaluator.

"I have a great sense of pride in being in the Navy," Sykora said. "I proudly tell people I am a U.S. Navy Sailor and when asked what I do, I eagerly tell them of my job as an Aircrewman and Rescue



AWS1 (NAC/AW) Zachary Sykora

Swimmer. I know my part in the Navy is securing the seas both domestic and abroad, and projecting power in the face of evil.

"At HT-8, my mission has transitioned from deployment requirements to training the next generation of Naval Aviators," he noted. "It is extremely rewarding to watch students develop into professional Aviators and to know I had a part in that."

To any future Sailors and those currently serving who might want to achieve this recognition as well, Sykora suggests keeping positive and staying motivated through your responsibilities.

"Put your nose to the grindstone, buckle down get the work done and don't stop until the job is done perfectly," Sykora said. "Do not waste time by doing the minimum and then having to redo the job. Attach yourself to a leader who motivates you and try to mirror their strengths. Note any weaknesses they have and develop yourself to radiate positive aspects and find skills to overcome your own weaknesses." 🇺🇸

TW5 Holds Change of Command Ceremony

Anne Owens, CNATRA Public Affairs

Capt. Jade Lepke relieved Col. Jeffrey Pavelko as commodore of Training Air Wing 5 in a ceremony on board Naval Air Station (NAS) Whiting Field, Florida, March 18.

The ceremony's guest speaker was Chief of Naval Air Training (CNATRA) Rear Adm. Robert Westendorff.

"Col. Pavelko has been an outstanding leader during his tenure at TW5, capitalizing on opportunities to modernize training and safely execute the primary mission of training future military leaders and combat aviators," said CNATRA Rear Adm. Robert Westendorff. "His vision to update academic training facilities, procure equipment and redesign infrastructure for e-classroom development directly supported a full-scale implementation of Naval Aviation Training Next (NATN), our newest primary flight training syllabus."

Pavelko graduated from Pennsylvania State University and earned his commission in 1994. Upon graduation from The Basic School in Quantico, Virginia, he attended flight school in Pensacola, Florida, and designated as a naval aviator in September 1997.

Pavelko reported to Marine Light Attack Helicopter Training Squadron (HMLAT) 303 at Camp Pendleton, California, for training in the AH-1W SuperCobra with a follow-on assignment to the "Vipers" of Marine Light Attack Helicopter Squadron (HMLA) 169 in March 1998. He designated as a Weapons and Tactics Instructor in 2001 and deployed

to Okinawa, Japan, and in support of Operation Iraqi Freedom (OIF).

Pavelko earned a master's degree in military studies from the Command and Staff College, Marine Corps University in Quantico and a master's of strategic studies from Air War College, Air University, at Maxwell Air Force Base, Montgomery, Alabama. He has completed multiple deployments in support of OIF and served in leadership positions with MAG-29 and HMLA-269.

"The past three years have been the opportunity of a lifetime to serve at NAS Whiting Field as the deputy and then the commodore of Training Air Wing Five. It's been great to be part of a tremendous team that has passion for their profession," Pavelko said.

"For TW5, production is the mission, it's what we do and we do it in an outstanding fashion. A testament to that is our helicopter training squadron, HT-28, recently recognized by CNATRA with the Training Excellence

Award (advanced squadron), and the CNATRA Instructor Pilot of the Year, Lt. Chuan Chang. I am turning over a great organization that's done great things. It will continue to do great things under Jade's leadership."

Lepke, a native of Mitchell, South Dakota, enlisted with the South Dakota Air National Guard as an aircraft armament systems specialist on the F-16C Fighting Falcon. He earned a Bachelor of Science degree from the University of South Dakota in 1996 and attended Officer Candidate School in Pensacola, earning his commission in 1997. His first assignment was to HSL-40 in Mayport, Florida, for training in the SH-60B Seahawk.

Lepke has completed deployments in the Arabian Gulf and Mediterranean Sea aboard USS Samuel B. Roberts (FFG 58) in support of Fifth Fleet and USS Dwight D. Eisenhower (CVN 69) Battle Group Operations.

Continued



WHITING FIELD, Florida - Col. Jeffrey Pavelko, outgoing commodore of Training Air Wing 5, turns over command to Capt. Jade Lepke in a change of command ceremony on board Naval Air Station Whiting Field, Milton, Florida, March 18. (Photo by Jamie Link)

Continued

Following his tour as a flight instructor with HT-18, he earned a master's degree in aeronautical science from Embry-Riddle Aeronautical University in 2005.

Lepke's second sea tour was as a catapult and arresting gear officer or "Shooter" aboard USS Theodore Roosevelt (CVN 71) where he deployed in support of Operations Iraqi Freedom and Enduring Freedom. Lepke also deployed in support of counterdrug operations in the eastern Pacific while serving with Detachment Four assigned to USS Stockdale (DDG 106). He has served as executive officer and commanding officer for the "Red

Knights" of VT-3 in Milton, Florida, and upon completion, was assigned to USS Gerald R. Ford (CVN 78) as the ship's navigator, taking the ship to sea for its maiden voyage.

"Col. Pavelko led this fine team with a distinct overtone of empowerment," Lepke said. "Routinely and with precision, you would identify a target for us then you'd simply step back and let the team determine how to attack it. We have learned a great deal from your leadership.

"This year, our wing turned 50. Many of us present in the audience earned our wings right here at TW5, so our mission

is very personal. We see ourselves in the young officers we train.

"It is absolutely critical that we advance our training and make every effort to prepare our newest aviators for the future high-end fight they will most certainly encounter. I am proud to have all of you in our TW5 team and honored to have your trust and confidence."



T-45C Carrier Qualifications on USS Nimitz



PACIFIC OCEAN - T-45C Goshawk aircraft, from the "Golden Eagles" of Training Squadron (VT) 22, execute operations off the flight deck of the aircraft carrier USS Nimitz (CVN 68). (U.S. Navy photo by MCS2 Elliot Schaudt, MCS3 Class Justin McTaggart, and MCSN Hannah Kantner)

Blue Angels Announce Commanding Officer for 2023-2024 Show Seasons

The U.S. Navy Flight Demonstration Squadron, the Blue Angels, announced the commanding officer for the 2023 and 2024 seasons at a press conference at the National Naval Aviation Museum onboard Naval Air Station Pensacola, April 5.

Cmdr. Alexander Armatas will succeed Capt. Brian Kesselring and assume command following the end of the 2022 show season in November. Applicants are required to have a minimum of 3,000 flight hours and be in current command or have had past command of a tactical jet squadron.

“The Blue Angels had an impressive group of highly qualified and skilled leaders apply this year,” said Capt. Brian Kesselring, commanding officer and flight leader of the Blue Angels. “I have full trust and faith Cmdr. Armatas is the right person to lead this team into the 2023 show season.

Armatas, a native of Skaneateles, New York joins the Blue Angels after serving as the commanding officer of the “Gunslingers” of VFA-105. His previous assignments include multiple squadron tours, where he deployed aboard USS

Dwight D. Eisenhower (CVN-69) in support of Operation FREEDOM’s SENTINEL.

Cmdr. Armatas holds a bachelor’s degree in Aerospace Engineering from the United States Naval Academy. Armatas has more than 4,000 flight hours and more than 900 carrier arrested landings. His decorations include multiple unit and personal awards.

“It’s absolutely humbling and I’m honored to be here to represent the Navy and Marine Corps team,” said Armatas. “Throughout my career as an F/A-18 pilot, I’ve always looked to the Blues as a source of inspiration.”

Cmdr. Armatas will serve as Commanding Officer and Flight Leader for the 2023 and 2024 Blue Angels air show seasons. He will report for initial training in Pensacola, Florida in September and officially take command of the squadron at the end of the air show season in November. The change-of-command ceremony is slated for November 13, 2022 at the National Naval Aviation Museum.



Cmdr. Alexander Armatas

As the Blue Angels’ commanding officer, Cmdr. Armatas will lead a squadron of 154 personnel and serve as the demonstration flight leader, flying the #1 jet. The Blue Angels perform for 11 million people annually across the United States, and are scheduled to perform 64 shows in 32 locations during the 2022 season. 🛩️

RECOGNIZING EXCELLENCE



Janet Richardson
CNATRA HQ Civilian of the Year
Administrative Support Technician (OA)
CNATRA Det Kingsville



Troy Frazee
CNATRA HQ Senior Civilian of the Year
Infrastructure Requirements
CNATRA Headquarters

First female warrant officer graduates Officer Candidate School, will operate Stingrays

Diana Correll, Navy Times

Josia Pagler has become the first woman to graduate as a warrant officer from Officer Candidate School in Newport, Rhode Island, and is now slated to operate MQ-25 Stingray carrier-based refueling drones.

Warrant Officer I Pagler was previously an aviation electrician's mate 3rd class with Helicopter Maritime Strike Squadron 70 based out of Jacksonville, Florida. But after learning she had graduated from California State University Long Beach in 2016, her division officer and assistant maintenance officer encouraged her to apply for the new aerial vehicle operator (AVO) warrant officer specialty.

"I honestly haven't wrapped my mind around being the first of anything, however, I want to tell others to not hold yourselves back from going for something you want," Pagler said. "Don't be intimidated in a community where the majority are men."

Pagler, who enlisted in 2019, was in the second class of warrant officers to graduate from OCS, according to Naval Service Training Command. Warrant officers typically go through the Limited Duty Officer/Warrant Officer/Chief Warrant Officer Academy, not OCS.

"However, the AVO community's primary duty ... closely aligns to that of warfighters in unrestricted designators," Lt. Cmdr. Phil Chitty, a spokesman for Naval Service Training Command, said in an email to Navy Times. "As a result, AVOs conduct their initial training with other unrestricted line officer candidates at OCS versus the LDO/CWO Academy."

The Navy specifically tapped warrant officers as the principal operators of the Stingray since they are expected to



Josia Pagler, the first woman to graduate as a warrant officer from Officer Candidate School at Officer Training Command Newport, Rhode Island, has been selected to become one of the Navy's first MQ-25 Stingray operators. (Darwin Lam/Navy)


advance as technical specialists during repetitive assignments.

After OCS, these warrant officers will move to basic flight training for their "wings of gold," receive the AVO designator, and complete advanced training on the MQ-25 aircraft. The first class of warrant officers to complete OCS graduated in January.

"It's awesome any time a woman can blaze a new trail in any new program or community," Lt. Kyrie Slade, MH-60S Seahawk pilot and the OCS lead class

officer, said in a Navy news release. "It proves that we can be as resilient, smart, and tough as our men counterparts."

The Navy announced in December 2020 it was creating a new warrant officer specialty for those operating the MQ-25 Stingray and was aiming to recruit approximately 450 warrant officers in grades W-1 through W-5 between the next six to 10 years.

The Stingray is expected to join the fleet with an initial operating capability in 2024. 



An MQ-25 test asset conducts its first aerial refueling test flight with an F-35C Lightning II on Sept. 13, 2021, near the MidAmerica St. Louis Airport in Illinois. (Boeing)

Blue Angels Airshow - NAS Kingsville



Graybeards Conference & Winging Ceremony



CORPUS CHRISTI, Texas - From left to right: VADM (Ret) Michael Bucchi, RDML Robert Westendorff, RDML (Ret) William Sizemore, RDML (Ret) Dell Bull, RADM (Ret) Mark Guadagnini, RADM (Ret) Jay Bynum, VADM (Ret) Michael Bowman, RDML Richard Brophy, RADM (Ret) Donald Quinn.



Lt. Jacob Manich assists VADM (Ret) Michael Bowman with a virtual reality training device used with Project Avenger.



Cmdr. Josh Calhoun, Project Avenger Det OIC, discusses training advancements and Naval Aviation Training Next with former CNATRA's.



(Above) VADM (Ret) Michael Bowman served as guest speaker at a winging ceremony held aboard NAS Corpus Christi, April 1. Bowman received his wings on the front steps of the CNATRA HQ building more than 57 years ago and served as CNATRA from 1996-1997.



(Right) Chief of Naval Air Training RDML Robert Westendorff congratulates a newly winged Naval aviator following a winging ceremony, April 1.

N4/ Aviation Maintenance Contract Logistics

Government Property Supervisor, and Aviation Intermediate Maintenance Department (AIMD)

By Al Swain

Fair Winds and Following Seas to Chris Poth. Chris did an outstanding job serving as the CNATRA Aviation Life Support Systems and Cartridge Activated Device Class Desk.

Welcome Aboard to Michael Uhl. Michael brings over 27 years of logistics/supply experience in the U.S Navy. He has "hit the deck running" assisting with the oversight of Aviation Intermediate

Maintenance Division (AIMD) contract, Metrology and Calibration program, and management of Cartridge Activated Device program.

Attended PMA-273/CNATRA sponsored T-45 Logistics meeting 21 – 25 March in Pensacola. Attendance included personnel from PMA 273, CNATRA, Fleet Support Team, Fleet Repair Center, T-45 and AIMD

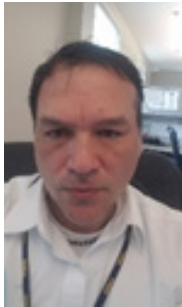
management personnel.

The primary focus of the meeting was to discuss the new T-45 contract logistics/supply performance requirements, T-45 Depot logistics support and address supply any chain management issues.



Aircraft Maintenance Material Readiness List / Support Equipment

By Carlos Garcia



C N A T R A Support Equipment Manager (N432) will be attending the Aviation Material Readiness List (AMMRL)

Program Meeting (APM) 2022-5 at Patuxent River, Maryland, in April 2022.

This event is an enduring effort conducted every quarter.

The intent is to brief the Chief of Naval Air Training Supply Logistics Metrics to PMA-260, identify/report negative trends in the program, and develop sound solutions to areas requiring command focus.

In preparation for the upcoming FY-23 PMA-260 APN-7 Meet, CNATRA N43 reviewed the

Support Equipment deficits listing with Detachments, PMA 273 and operating sites.

The intent is identify critical support equipment that require allowance fills, as well as replace aging assets with obsolescence/reparability issues.

The candidate listing was submitted to PMA-260 leadership for approval and priority earmarked for APN-7 funding. 🇺🇸

Government Property Administrator

By Tim Schroeder

Worked closely with CNATRA Detachment Industrial Property Management Specialist (IPMS), and Contractor Logistics managers to ensure a 100 percent wall to wall Government Furnished Property inventory was conducted, and reported up-line per T-45 new contract requirements.

Conducted in-depth review of new T-45 contract Government Furnished Property Contract Data Requirements List (CDRL) to ensure 100 percent accuracy per contract requirements.

Closely monitored Government property audits conducted by the

Detachments as required by CNATRA INST 4355.2.D, and audit results reported to N4 leadership.



Supply Technician

By Consuelo Mendez



Working closely with N4 Detachment Industrial management Specialist, and Contractor personnel. We have successfully validated over 17,500 line items of support equipment operational status codes to ensure support equipment is in the correct

operational status, condition and usability.

This continuous review of critical support equipment is crucial to assess the true posture of the program and identify short falls and negative trends that assist managers develop stop measures to minimize impact to mission requirements.

Worked with CNATRA IMRL

manager to thoroughly update and provide feedback for annual APN7 buy list for site programs.

Working with Government Property Management & Accountability Manager, on ensuring N4 Detachments audits are being conducted on a monthly basis. Thank you for your teamwork and outstanding efforts!

Welcome to CNATRA!

CNATRA Aircraft Maintenance and Contract Logistics (N4) welcomes Michael Uhl. Michael is a Senior Logistics Data Program Analyst assisting with the management of the AIMD contract, Government Property, Metrology and Calibration, and CAD/PAD management.

Michael recently retired with 27 years total active Naval Service as a Lieutenant Commander Supply Corps Officer (6510), serving 10 as an Enlisted Storekeeper (Logistics Specialist) achieving the rank of

Chief Petty Officer before earning his commission through the Limited Duty Officer Program.

Michael brings a wealth of experience in Logistics Management, Aviation Logistics, Fuel Management Distribution, Global Supply Chain and Program Management earned during his highly successful Naval career with his last assignment as Director Fleet Logistics Center Jacksonville Sites NAS Corpus Christi and NAS Kingsville.

Michael and his wife, Rachel resided here in Corpus Christi. Rachel, also a Veteran of the Navy has been serving over 13 years as a Nurse for the Veteran Affairs Outpatient Clinic, Corpus Christi. He and Rachel are welcome additions to the N4 Team. Welcome aboard to both of you.



Michael Uhl

N4 March Birthdays



Happy Birthday David A. McNutt, FRCSE Fleet Support Team Corpus Christi, Maria R. Alvarez, CNATRA N4 Admin Assistant, and Delbert "Bert" Valle, CNATRA T45/F405 Class Desk

Irish Stew MWR Fundraiser



Thanks to the N4 team for putting together a successful fundraiser for CNATRA MWR. A special thanks to Michael Johnson on spear-heading this effort as head chef!

2022 Pensacola T-45 Logistics Program Meeting

By Lt. Jeremy Snyder

It was a nice change of pace to be invited to the T-45 Logistics Conference in Pensacola. To be honest, I was not quite sure what to expect having only been a part of the CNATRA team for about six months and I had only met a few of the people going before the conference started. Once the conference started, we went through the room doing introductions and it was reassuring putting some faces to names from the constant emails we get bombarded with as a whole within CNATRA and VERTEX organizations.

Granted PMA-273 and FST were there as well and I don't want to leave them out of the mix.

It was surprising to see that I was one of two active duty personnel at the conference the other being

CDR Lake from PMA.

Usually my past conferences were heavy military and a few civilians sprinkled into the lot of us. So, that being said, it was a different dynamic in how the conference kicked off and started. We were all there for a common mission and that was the health of the T-45 and to see where we needed to reinforce certain areas.

Another area of interest at least for me sitting in the back of the room, I noticed people were passionate about their job and the program. Nobody likes to get called out for their shortcomings or their departments lack of effort. You can see verbal exchanges from around the room, each side expressing their contributions and why the other side was not quite seeing it the

way they were. Tempers and voices rising and falling as things came up throughout the conference. I even found myself speaking up on things I disagreed with and found areas where I can contribute.

If you have ever been to these conferences before you know that the real work gets done in the side meetings, during the breaks, and after hours. That's the power of these events, and you can see the true resolve of major issues and a way forward to make the program better as a whole. It was great to see by the end of this that there were ways ahead to fix issues we have now and issues that can hurt us in the future. I am looking forward to the next conference to see where we have improved, fell short or new problems that may be on the horizon. 🇺🇸

Training Air Wing Six Welcomes Seven NASA Astronauts



Training Air Wing Six Commodore Capt. Ken Russell greets seven NASA astronaut candidates as they begin Basic Aviation Curriculum in the cradle of Naval Aviation, NAS Pensacola.

Over the next nine weeks, candidates will learn the basics of airmanship, navigation, communication, and

emergency procedures. The curriculum will consist of academic ground training, simulation, and dynamic flight events in the T-6A Texan II with the VT-10 Wildcats.

After completion of the program at TW6, candidates will continue their flight training with NASA on their way to serving in the Artemis human

spaceflight program.

Artemis will usher in the return of mankind to the moon - the first since the Apollo program in 1972 - to include the first woman and person of color to ever walk on the lunar surface. Welcome aboard to these hard-charging astronaut candidates!

N6/ Information Technology

Risk Management Framework (RMF): An Overview

The Risk Management Framework (RMF) is a set of criteria that dictate how United States Government Information Technology (IT) systems must be architected, secured, and monitored. The National Institute of Standards and Technology (NIST) maintains and provides a solid foundation for data security strategies. The RMF builds on several previous risk management frameworks and includes several independent processes and systems. It requires that organizations implement secure data governance systems and perform threat modeling to identify cyber risk areas.

What Comprises the Risk Management Framework?

The general concept of “risk management” and the “risk management framework” might appear to be quite similar, but it is important to understand the distinction between the two.

Sneaky type of phishing is growing fast as hackers see big paydays

There has been a steep rise in phishing attacks that hijack legitimate, ongoing conversations between users to steal passwords, steal money, deliver malware, and more.

Phishing attacks have been a cybersecurity issue for a long time, with criminals sending out waves of

The risk management process is specifically detailed by NIST in several subsidiary frameworks.

The most important is the elegantly titled “NIST SP 800-37 Rev.1”, which defines the RMF as a 6-step process to architect and engineer a data security process for new IT systems, and suggests best practices and procedures each federal agency must follow when enabling a new system.

The Six Risk Management Framework (RMF) Steps

At the broadest level, RMF requires organizations to identify which system and data risks they are exposed to and implement reasonable measures to mitigate them.

The RMF breaks down these objectives into six interconnected but separate stages.

1. Categorize Information Systems: Categorize information and systems so you can provide an accurate risk assessment of those systems.
2. Select Security Controls: Select the appropriate security controls

emails in an attempt to dupe victims into clicking on malicious links, downloading malware or handing over their passwords via fake login portals.

They range from basic, generic attacks claiming that the victim has won a prize and they just need to click a link to retrieve it, to more targeted campaigns that send corporate emails designed to look legitimate for the intended target. For example, it is common for cyber criminals to send emails

from NIST publications.

3. Implement Security Controls: Put the controls you selected in the previous step in place and document all the processes and procedures to maintain operation.

4. Assess Security Controls: Make sure the security controls implemented are working effectively to limit the risks to operation and data.

5. Authorize Information Systems: Ensure that the security controls are working correctly to reduce the risk to the organization.

6. Monitor Security Controls: Continuously monitor and assess the security controls for effectiveness and make changes during operation to ensure those systems' efficacy.

A Final Thought

The ultimate goal of working toward RMF compliance is the creation of a data and asset governance system that will provide full-spectrum protection against all the cyber risks you face. While the RMF is complex on the surface, ultimately it is a no-nonsense and logical approach to good data security practices.

posing as the company's CEO to that company's employees in an attempt to trick the user into following orders from their 'boss'.

However, cyber criminals are looking to exploit the actual email accounts of real users by hacking into accounts and hijacking ongoing conversations in order to send phishing emails. These conversation hijacking attacks have the potential

Continued

N6/ Information Technology

to be more effective because the source of the email is someone the victim trusts and the message comes as part of an ongoing thread, so it does not look as suspicious as an unexpected email coming out of the blue and asking for a file to be downloaded or a link to be clicked.

According to cybersecurity researchers at Barracuda Networks, conversation-hijacking attacks grew by almost 270% in 2021 alone. These attacks begin by hackers taking over the email account of a victim, which the attackers can then use to lure other victims into responding to messages.

Once in control of an account, the attackers take the time to read their emails and monitor their ongoing communications to understand more of the day-to-day activities of the user, such as how they communicate with internal

and external contacts, along with gaining information about business operations, payment procedures and potential deals in progress.

Cyber criminals use this information to construct authentic-looking and convincing messages that appear in ongoing conversations, asking users to click a malicious link or download a malicious attachment – all in the correct context of the situation.

Conversation hijacking attacks take more time and effort than regular phishing attacks – but for the cyber criminals, patience can be extremely rewarding.

Although there is a lot of upfront work, when conversation hijacking is done “right,” it can have a huge payout for cyber criminals. The number is growing because it is very difficult to detect, success rates can be high and payouts are big. While conversation hijacking only

makes up a small number of social engineering attacks – researchers say they account for 0.3% - the high success rate of the attacks means that it is likely that more cyber criminals will turn to them.

However, like with other phishing attacks, it is possible to protect users from conversation hijacking attacks.

Strong passwords should be applied to accounts, so hackers cannot easily crack them. Users should also use multi-factor authentication to add an extra barrier to cyber criminals simply being able to log in to accounts with stolen passwords.

In addition, if a password is suspected of being stolen, it should be changed. Ultimately, the reason conversation hijacking attacks are being deployed is because they are successful.

How to Keep Safe In and Out of the Office

Whether you work from home or work from the office, the security of your environment must be one of your top priorities. While these two locations can feel quite different, you can use the same precautions no matter whether you are working from the office or at home. Here are some important cybersecurity rules that can be used both in the office and when you are working at home.

Only Use Secure Devices

- Remember that your device is only as secure as the apps that are running on it. Never install an application or plugin without first

checking with your IT department.

- Only use your work devices for work. These devices are secured with special software to minimize the risk of malware and keep you and the Navy safe.

- When working from home, access NMCI via the Pulse Secure Virtual Private Network (VPN).

Protect Your Physical Workspace

- In the office, watch out for piggybacking and tailgating. A piggybacker is someone who claims to be part of your organization and follows you into a secure area without the use of a badge or entry code. A tailgater is someone

who waits for you to enter or exit a secure area and then sneaks in while the door is still open. Be suspicious of anyone who you do not recognize and do not be afraid to ask for identification.

- At home, find a private and comfortable workspace, where no one can view your screen while you work. You must keep all sensitive information out of sight for any unauthorized persons, including your partners, children, and friends.

- Always lock your computer when you step away from your desk. If you leave your computer unlocked, anyone can use it to access sensitive data, steal your login credentials, or even install malware.

Continued

RESIST THE BAIT



Best Practices:

- Keep in mind that spear phishers will try to trick you by sending emails that appear to come from people you know and trust.
- Call the sender of any suspicious emails, attachments or links.
- Remember: legit senders will not ask for user names or passwords via email.
- Ask yourself, "Is this normal workplace interaction"?

N6/ Information Technology

Think Before You Click

- Never click a link or download an attachment from an email that you were not expecting. Even if the sender appears to be part of a legitimate organization, the email address could be spoofed.
- When an email asks you to log in to an account or online service, navigate to that service through your browser. Never click the link in the email. Navigating to the site directly ensures that you are logging in to the real website and not a look-alike site.
- When in doubt, call the sender of the email to be sure the request, link, or attachment is legitimate. Do not call the phone number provided within the e-mail as it may be a fake number.

VT-35 Hosts March Pilot for a Day



Photos by Anne Owens, CNATRA Public Affairs



The “Stingrays” of VT-35 welcomed 15-year-old Brandon Morin to the flightline, Mar. 15. Brandon was fitted for his flight gear at the Paraloft, received a tour of the T-6B Texan II, the T-44 Pegasus, toured Customs and Border Patrol, and visited with the NAS Corpus Christi Fire Department.

10 Tips to Recognize & Prevent Insider Threats



THEM

Are malicious OR misguided
Internal breaches can be intentional or unintentional. Insider threats can be malicious (deliberately causing damage) or accidental (making mistakes, forgetting to secure something or otherwise accidentally causing damage).

May be anyone
It's not just the everyday employees or higher-ups! An insider threat may be a contractor, a consultant, a vendor or a former employee.

Act out of the ordinary
They seek to work unusual hours, ask for access to restricted information or brag about sudden, mysterious financial windfalls.

May have different motivations
Money may not be the only obvious motivation. Malicious insiders may be motivated by perceived slights, political or religious leanings, job dissatisfaction or revenge.

Violate policies
Insiders violate policies by definition, either knowingly or unknowingly. Policies are put in place to protect customers, data and the company, and an insider's damage to the company will violate those policies.



YOU

Know and follow security procedures
Accidental insiders can cause breaches not through malice, but because they make mistakes. Following established procedures, and noticing when procedures aren't followed by others, can prevent potential mistakes.

Report suspicious behavior
If someone is acting suspicious or dangerous, management needs to know. Share your concerns with your supervisor. By reporting small signs, you could stop a problem before it becomes a disaster.

Trust but verify
If you suspect someone is an insider, be cautious. Verify their claims and maintain security until you can be certain of the situation: never share your password or access with a potential insider.

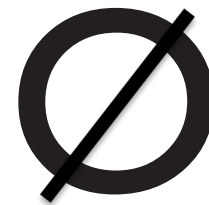
Practice good physical security and cybersecurity
Maintain a clean environment, lock up sensitive documents and password-protect and encrypt important files.

Know the signs of a disgruntled employee
Is someone picking fights with coworkers or angling to get fired? A disgruntled employee is one who may become an insider threat.



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.



N7 Bottom Line Up Front (BLUF):

It is the 1st of March as I am drafting this, yesterday we renamed the N7 Conference Room to the Randall Forrest Memorial Conference Room. We think it is a fitting memorial to a man who labored his entire adult life for his country, first as a Winged Naval Aviator and then as civil servant. Next time you are on the water side of Building #1, we invite you to stop by and read his biography.

In addition to that, we are maintaining PIM (Plan of Intended Movement). Our inspection team completed the NFDS Inspection last month in preparation for CNATRA certification. On the schedule Optimization efforts, the iPerformX contract was signed and the kick-off meeting was completed 9 FEB. Bi-weekly software development sprints will be provided.

Milestone 1 (MS1) will provide a Minimum Viable Product (MVP) by 11 MAR, which should include an LMS/TMS and a basic auto-scheduling tool for Project Corsair to begin testing. iPerformX team was at NAS Meridian on 14 MAR for a demonstration and to go over all aspects of their MVP product.

From the Naval Aviation Training Next directorate: in Avenger, TW-4: Det. 2.2 completed 24 FEB. For round 3, both squadrons will run a Det. VT-27 Det. starts 4 MAR and VT-28 Det. starts 28 FEB. TW-5 Det. 1.1 is expected to be complete the first week of MAR; in Hellcat: The first group of 8 students completed on 15 FEB and will proceed to TW-1 to join Project Corsair Det., Hellcat Round 2 started 21 FEB; those students will join TW-2's APR Corsair Det.; and in Corsair: TW-1 will be ready to execute round 1 on 28 FEB.

N7 Site Support at Training Air Wing TWO



Rene Russell, Site Lead



Erika Ortega, CTCL



Faustina Lopez, Training Tech



Rose Mesmer, Training Tech



Belinda Sager, Training Tech

This month, we spotlight our team that is embedded at Training Air Wing Two, supporting the Wing and CNATRA's mission, primarily through T-SHARP Support.

TW2 was the first wing to transition from TIMS to T-SHARP in August of 2020. For the transition, they created and revised T-SHARP guides, checklists,

Continued



N7/ Training

Continued

and job aides used for student and instructor training.

The Site lead is Ms. Russell, a retired (22yrs) Navy Operations Specialist Chief Petty Officers (Surface Warfare). She leads a highly talented and proficient team comprised of the CTCL, Erika Ortega, a lifelong Ricardo and Bishop resident, who has held multiple wing/squadron positions from admin to logs and records; Training Technicians Ms. Rose Mesmer; Ms. Faustina Lopez, a 13-year year Navy veteran, and our newest teammate, Ms. Belinda Sager, joining us from VT-22. The Team supports the instructors and students of VT-21, VT-22, TW-2 and the following syllabi:

- 1542.167B Intermediate Jet / Advance Strike
- 1542.169 NATOPS IUT Training
- 1542.176 E2/C2
- 1542.177 Strike Flight Instructor

Naval Aviation Training Next (NATN) Learning Theory

NATN is based on Progressive Skill Development, we are revising our training methodology from a linear tasked-based model to a competency-based model.

In its simplest terms, the Skill and Competencies taxonomy is: a collection of tasks is a skill, a collection of skills is a competency, and a collection of competencies is a job. We are revising our syllabi from linear development to cyclical, which includes flexibility within the syllabus.

There are three stages (Preflight, Qualification, and Mission) in Project Avenger that are Student-driven where difficult maneuvers are rewarded. Figure 1 below depicts the legacy methodology while Figure 2 is the NATN model.

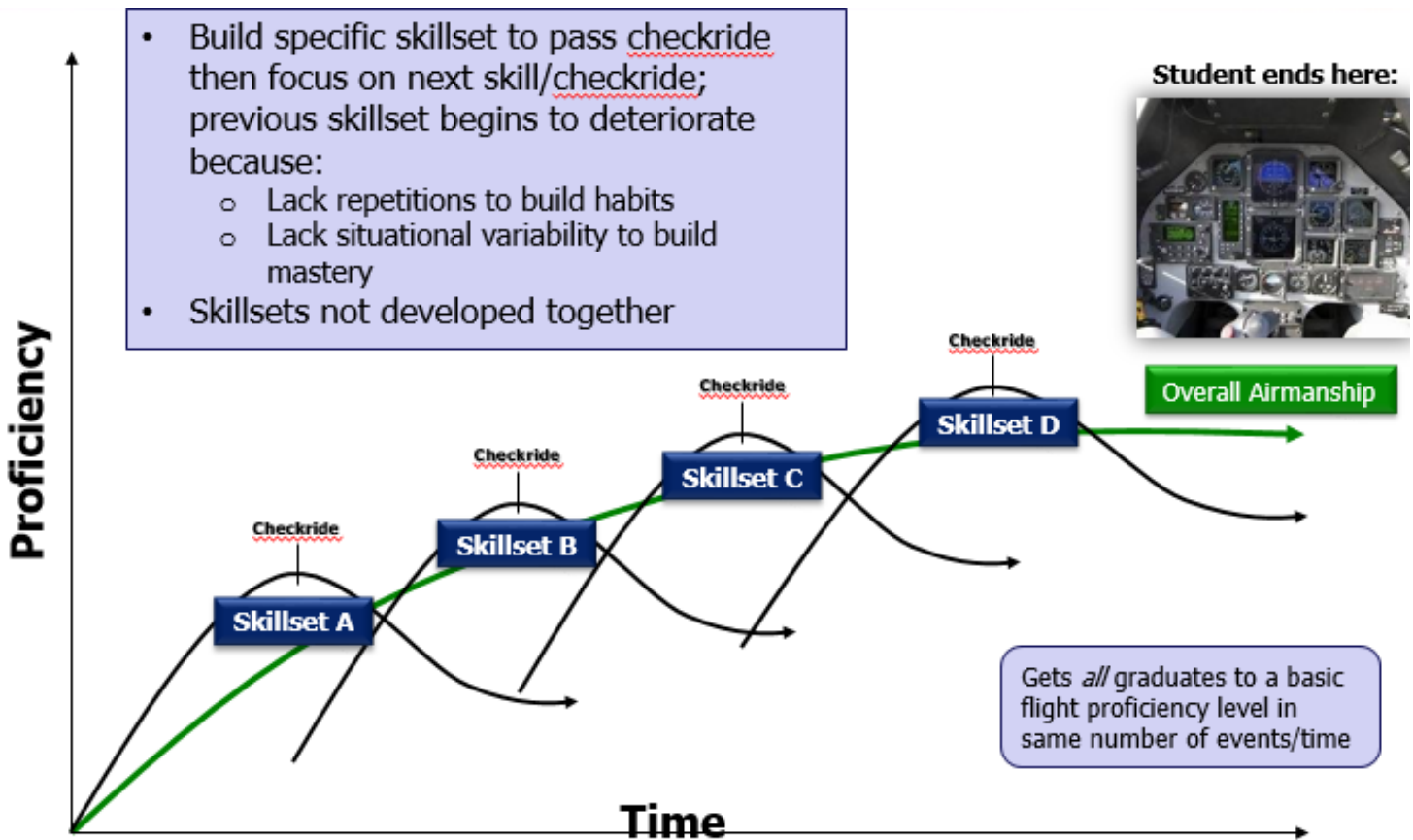


Figure 1, Legacy Model

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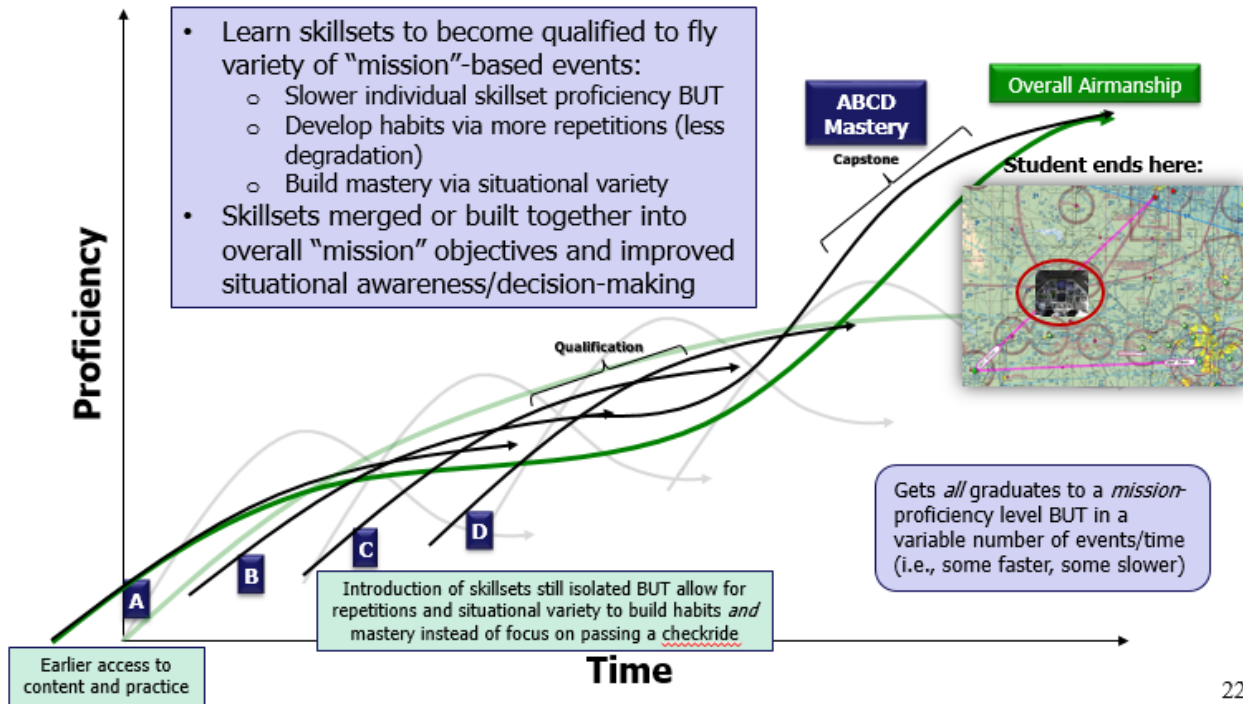


Figure 2, NATN Competency-Based

FAIR WINDS AND FOLLOWING SEAS

Lieutenant Commander Ronnie Dale Stahl Jr. is a native of Warner Robins, Georgia and joined the Navy in 1997. He earned his wings in 2008 from VT-22 in Kingsville, TX. Most recently as the CNATRA LSO, he controlled 22,667 T-45 Carrier Passes, including 14,155 T-45 Carrier Arrestments performed by student and instructor pilots.

He is personally responsible for leading 829 Student Naval Aviators and 124 Instructors Under Training through Carrier Qualification. He has trained an entire generation of the world’s finest strike aviation pilots serving in Naval Aviation today. After 21 years of service he is now retiring from Naval life, but not flying, as he will be joining one of the major airlines as a pilot.



Lieutenant Richard “Rick Roll” Robley is one of our Primary Pipeline Training Officers. During his tour, he embraced rapid advancements in technology. Without hesitation, he left at the chance to incorporate virtual reality and dynamic syllabus changes into the primary training environment as well as develop and implement a remote Flight Instructor Training Course (FITC) program during the COVID crisis. He was able to balance competing priorities while executing 360 flight training hours in support of Training Air Wing Four student naval aviator production. He is transferring to Fleet Logistics Support Squadron Six Two.

BRAVO ZULU



Congratulations to our own **Mr. Ian Arvizo** who serves the nation twice - during the day as a mild-mannered civil servant and on weekends as Lt. Col. Arvizo in the Texas State Guard - and has been selected and advanced to the rank of Colonel.

The Texas State Guard, along with the Texas Army National Guard and Texas Air National Guard, is one of the three military branches comprising the Texas Military Department.

The mission of the Texas State Guard (TXSG) is to provide mission-ready military forces to assist state and local authorities in times of state emergencies; to conduct homeland security and community service activities under the umbrella of Defense Support to Civil Authorities, and to augment the Texas Army National Guard and Texas Air National Guard as required.

Blast from the Past: The Second CNATRA

Following graduation from the Naval Academy in 1910, Vice Adm. Charles Pownall served briefly in USS Mississippi (BB-23), USS Missouri (BB-11), USS Ammen (DD-35), and USS Reid (DD-21). During World War I



he commanded the USS Roe (DD-24) and USS Vedette (SP-163), and after the war, the USS John D. Ford (DD-228).

After flight training, he was designated a naval aviator in 1927. He then served as navigator in the USS Saratoga (CV-3), air officer in the USS Lexington (CV-2), and

had duty on the staffs of Commander in Chief Battle Fleet and Commander Aircraft Squadrons Battle Fleet.

He was executive officer of the USS Ranger (CV-4), and skipper of the USS Enterprise (CV-6) from 1938-41. During World War II he served as Commander Patrol Plane Replacement Squadrons, Patrol Wings, Pacific Fleet; Commander Fleet Air, West Coast; Commander Carrier Division Three; Commander Air Force Pacific Fleet; and Chief of Naval Air Training Command.

His final tours, before retirement in 1949, were as Commander Marianas and naval governor of Guam.





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The logo is contained within a dark blue shield-shaped border. It features a teal ribbon on the left, the words "STEP FORWARD" in large white bold letters in the center, and a stylized graphic of three overlapping chevrons in teal, blue, and orange on the right. Below the main text is a dark blue horizontal bar with the tagline "Prevent. Report. Advocate." in white.

ALL HANDS

Celebrating One Hundred Years

MAGAZINE OF THE U.S. NAVY

MARCH 2022