

CNATRA

HQ COMMUNICATOR

OCTOBER 2020



/MISSION BRIEF

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

/WE ARE TEAM CNATRA

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

/ADMIRAL'S SUGGESTION BOX

Got a suggestion? There are several ways to submit your suggestions to Rear Adm. Westendorff or COS:

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

/ON THE COVER

USS GERALD R. FORD AT SEA A T-45C Goshawk, attached to Training Air Wing 2, approaches USS Gerald R. Ford's (CVN 78) flight deck Sept. 10, 2020. Ford was underway in the Atlantic Ocean conducting carrier qualifications. *U.S. Navy photo by Mass Communication Specialist 3rd Class Dalton Lowing*

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/OCTOBER IN NAVAL AVIATION HISTORY

Oct. 3, 1962: Sigma 7 (Mercury 8) is launched. The mission is piloted by Cmdr. Walter M. Schirra, Jr., and lasts 9 hours and 13 minutes. Schirra makes six orbits at an altitude up to 175.8 statute miles at 17,558 mph. Recovery is conducted by USS Kearsarge (CVS 33).

Oct. 4, 1943: TBF and F4F aircraft from VC-9 based onboard USS Card (CVE 11) attack four German submarines -- U-460, U-264, U-422, and U-455 -- north of the Azores. Also on this date, PV 1 aircraft from VB-128 sink German submarine U-336 southwest of Iceland.

Oct. 5, 1942: PBY aircraft from Commander Aircraft South Pacific sink Japanese submarine I-22 near Indispensable Strait, Solomon Islands. Also on this date, PBY aircraft from VP-73 sink German submarine U-582 south of Iceland.

Oct. 6, 1997: NASA astronaut Cmdr. Wendy B. Lawrence returns from mission STS-86 Atlantis, the seventh mission to rendezvous and dock with the Russian Space Station Mir. The mission began Sept. 25, 1997.

Oct. 10, 1985: Navy F-14s launch from USS Saratoga (CV 60), intercept an Egyptian 737 airliner over international waters, and direct it to Sigonella, Sicily. The airliner was carrying four Middle Eastern terrorists who hijacked the Italian cruise ship Achille Lauro Oct. 7 and murdered a U.S. citizen. The hijackers are taken into custody.

Oct. 11, 1968: Apollo 7 is launched. The first U.S. three-man space mission is commanded by Navy Cmdr. Walter Schirra, Jr. Donn F. Eisele is the command module pilot and Marine Corps Maj. Ronnie Cunningham serves as lunar module pilot. The mission lasts 10 days and 20 hours with 163 orbits. Recovery is facilitated by HS-5 helicopters from USS Essex (CVS 9).

Oct. 12, 2000: USS Cole (DDG 67) is attacked by terrorists in a small boat laden with explosives during a brief refueling stop in the harbor of Aden, Yemen. The suicide terrorist attack kills 17 members of the ship's crew, wounds 39 others, and seriously damages the ship.

Oct. 16, 1943: The Navy accepts its first helicopter, a Sikorsky YR-4B (HNS-1) at Bridgeport, Ct., following a 60-minute test flight by U.S. Coast Guard Lt. Cmdr. Frank A. Erickson.

Oct. 17, 1922: The Vought VE-7SF, piloted by Lt. Cmdr. Virgil C. Griffin, makes the Navy's first carrier takeoff from USS Langley (CV 1), anchored in York River, Va.

Oct. 18, 2018: The U.S. Navy commissioned its first Unmanned Aircraft System (UAS) test and evaluation squadron during a ceremony at Naval Air Station Patuxent River's Webster Outlying Field.



Pavelko assumes command of Navy's largest Training Air Wing

NAS Whiting Field Public Affairs

MILTON, Fla. – Marine Col. Jeffrey M. Pavelko took command of Training Air Wing 5 during a change-of-command ceremony onboard Naval Air Station Whiting Field in Milton, Sept. 18.

Navy Capt. Douglas W. Rosa relinquished command after serving 18 months as commodore of the Navy's largest aviation training wing and will transfer to Naval Education and Training Command at NAS Pensacola, Florida.

Rosa's leadership of three T-6B Texan II primary flight training squadrons, three TH-57B/C Sea Ranger advanced rotary-wing training squadrons and two flight instructor training units culminated in the execution of more than 101,000 sorties and 202,124 flight hours delivering in 1,200 graduates to advanced flight training. Under his guidance, 726 naval aviators earned their Wings of Gold for the Navy, Marine Corps, Coast Guard, and international military partners.

Chief of Naval Air Training (CNATRA) Rear Adm. Robert D. Westendorff served as the guest speaker for the event via teleconference from CNATRA headquarters in Corpus Christi, Texas. Westendorff oversees all undergraduate and postgraduate pilot, naval flight officer, and naval aircrewman training.

"Capt. Rosa is a stellar leader and aviator," Westendorff said. "He has done an incredible job leading our team at Whiting Field. TRAWING 5 conducts around 15 percent of the total flight hours for the entire Navy and around 43 percent of flight hours across all of CNATRA. I cannot understate the strategic importance of the mission there and tremendous impact Capt. Rosa's work will have on the Naval

Aviation community for many years to come."

Rosa directed and coordinated the efforts of more than 2,000 officers, enlisted, civilian, and contract personnel, consistently and safely executing the primary mission of training future military leaders and combat aviators. Additionally, he established the Fleet Introduction Team for the new TH-73A Advanced Helicopter Training System, providing a clear pathway for all future Navy, Marine Corps, and Coast Guard rotary training.

Westendorff awarded Rosa a Legion of Merit for superior performance during his tour.

Rosa enlisted in the Navy in 1984 and earned a Navy ROTC scholarship to Jacksonville University, Florida, in 1990 following a tour with Attack Squadron 81 (VA-81) at NAS Cecil Field, Florida. He commissioned in 1994 and was designated a naval aviator in April 1997. Upon completion of the Navy MH-53E training with Marine Helicopter Training Squadron 302 (HMT-302), Marine Corps Air Station New River,

North Carolina, in 1997, he reported to Helicopter Combat Support Squadron FOUR (HC-4), NAS Sigonella, Italy, and supported Operations Southern Watch, Desert Fox, and Noble Anvil. His subsequent sea duty assignment was aboard amphibious assault ship USS Nassau (LHA 4), Naval Station Norfolk, from 2003 to 2005, followed by his department head tour with HC-4 ending in 2007. He also spent time at Camp Buhering, Kuwait. Rosa earned a master's degree in national security and strategic studies from the Naval War College in Newport, Rhode Island, in 2008. He transferred to Washington, D.C. for a joint assignment as branch chief in the Technology and Resource Integration Division. He selected for command in 2009 and served as executive officer (XO) for HSC-2 in Norfolk from 2011 to 2012 before reassignment to HSC-28, where he served as XO, and then commanding officer until August 2014. Upon completion of his command tour, he reported to North American Aerospace Defense Command/U.S. Northern Command and served as Command Center director until March 2017. In August 2017, Rosa reported to TRAWING and assumed the position of deputy commodore. He assumed the position of commodore in March 2019.



MILTON, Fla. Capt. Douglas Rosa relinquished command of Training Air Wing 5 to Col. Jeffrey Pavelko during a small ceremony at the wing, Sept. 18. U.S. Navy photo by Lt. Elliot Malis.

Pavelko graduated from Penn State University and commissioned in May 1994. Upon graduation from The Basic School in Quantico, Virginia, he was assigned to flight school in Pensacola and designated a naval aviator in September 1997.

Upon completion of initial training in the AH-1W at Camp Pendleton, California, in 1998, Pavelko reported to Marine Light Attack Helicopter Squadron (HMLA) 169, where he

deployed numerous times, including Operation Iraqi Freedom. He earned his Masters of Military Studies from the Command and Staff College, Marine Corps University, after serving as the AH-1W SuperCobra division head and instructor pilot at Marine Aviation Weapons and Tactics Squadron. In June 2007, Pavelko served as the executive officer with HMLA-269 and Marine Aircraft Group 29, deploying to Iraq three times in support of Operation Iraqi Freedom.

In January 2012, Pavelko reported to Helicopter Training Squadron 28, as the executive officer and subsequently the commanding officer from June 2012 to December 2014. He returned to TRAWING 5 after earning his master's in strategic studies from the Air War College in Montgomery, Alabama. Navy Capt. Jade Lepke, from Mitchell, South Dakota, assumed duties as the deputy commodore. 🇺🇸

Training Air Wing 6 Changes Command

Capt. Scott Janik relinquished command of Training Air Wing 6 to Capt. Jason Chuderewicz Sept. 18 after serving as commodore of the Navy and Marine Corps' only undergraduate naval flight officer (NFO) training air wing.

TW-6 reports to Chief of Naval Air Training (CNATRA) Rear Adm. Robert D. Westendorff who oversees all pilot, naval flight officer, and naval aircrewman training.

"Capt. Janik did a phenomenal job leading the charge in NFO training and development," Westendorff said. "TRAWING 6's mission is absolutely critical to the readiness and lethality of our Naval Aviation team in the fleet. I know Capt. Chuderewicz will continue on the same trajectory and I welcome him to the team."

Janik, a native of Corvallis, Oregon, oversaw three training squadrons: the "Wildcats" of Training Squadron (VT) 10, the "Sabrehawks" of VT-86, and the "Warbucks" of VT-4. Each squadron provides training to develop new NFOs for the Navy, Marine Corps, and select international military partners. All NFOs go through Primary flight training with VT-10 where they learn to fly the T-6A Texan II. They progress to either VT-86 flying backseat in the T-45C Goshawk in the Strike NFO pipeline or to VT-4 for Maritime aviation pipeline. VT-4 is unique as it is CNATRA's only squadron with no aircraft. All training

is conducted via state-of-the-art multi-crew simulators.

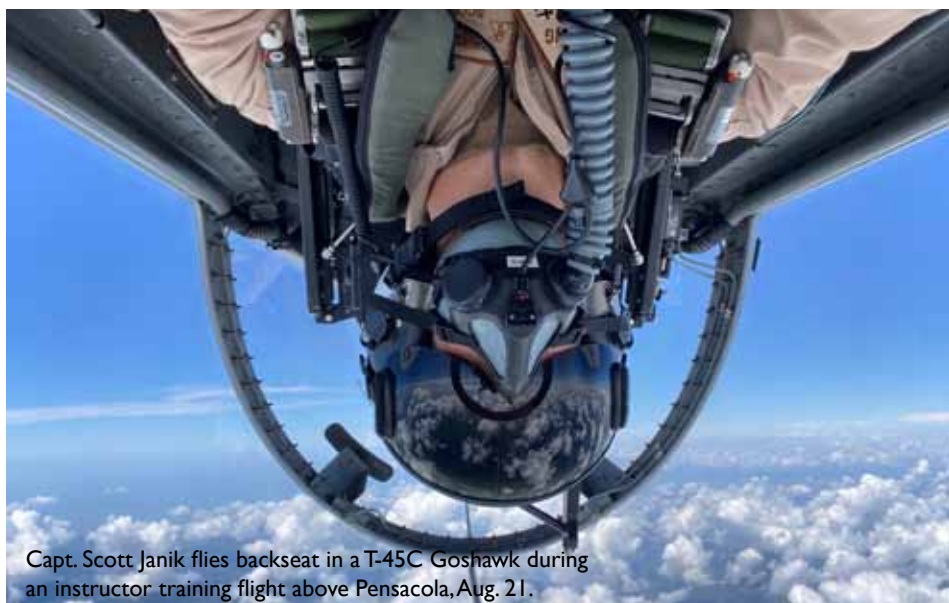
"There is nothing that, as an NFO, I could have appreciated more than to serve the Navy as the commodore of TW-6," Janik said. "It was an honor to work with all the professionals in CNATRA and in TW-6 with the single goal of producing NFOs for the fleet. A special thank you to my JO IPs and INFOs for keeping the bar high and making my job fun. TW-6 is in good hands with Capt. Chuderewicz taking over. Thanks to everyone for such an enjoyable tour! Mongo out."

Under Janik's leadership, TRAWING 6 completed more than 46,000 flight hours and 69,000 simulator hours that delivered in 558 winged NFOs

to the fleet to support the Navy and Marine Corps' strategic objectives. Chief of Naval Operations Adm. Mike Gilday also recognized VT-86 as one of six CNATRA squadrons to receive a CNO Aviation Safety Award for 2019.

Janik directed and coordinated the efforts of more than 800 officers, enlisted, civilian, and contract personnel. Westendorff awarded Janik the Legion of Merit for superior performance during his tour. He will transfer to Navy and Marine Corps Aviation Safety School on base as the director.

Chuderewicz is a native of Pittsburgh, Pennsylvania, and reported to TRAWING 6 from Commander, Carrier Strike Group 4. 🇺🇸



Capt. Scott Janik flies backseat in a T-45C Goshawk during an instructor training flight above Pensacola, Aug. 21.

/N43 News

Aviation Intermediate Maintenance Department

by Al Swain

Aviation Intermediate Maintenance Department (AIMD) Corpus Christi was notified by CNATRA that Laughlin Air Force Base had issues with T-6 head boxes and requested immediate assistance to perform T-6 head box inspections/repairs. Without hesitation, AIMD jumped at the opportunity to assist the warfighter and was excited to assist in the effort. AIMD worked diligently to complete maintenance on eight assets and return to the Air Force within several days. AIMD continues to answer the call to support CNATRA and the warfighter on a daily basis. Bravo Zulu!

Aircraft Maintenance Material Readiness List / Support Equipment

by Carlos Garcia

We have been diligently working with Navy Flight Demonstration Squadron (NFDS), PMA 207, PMA 265 and PMA 260 to ensure all required support equipment is on hand to support the maintenance effort for NFDS F/A-18 E/F Super Hornet, C-130J transition. In addition, we have successfully increased Aviation Intermediate Maintenance Department Intermediate Level (I-Level) maintenance and the required support equipment. This effort will significantly increase repair Turn Around Time (TAT) of critical assets and alleviate the requirement for NFDS to ship assets to other repair facilities.

We are leaning forward in preparing for the yearly review of all CNATRA support equipment with detachments, operating sites, PMA 273/260 to identify critical support equipment to fill allowance deficits, replace assets with obsolescence/reparability issues. Once assets have been identified for replacement or the need for additional assets, all TYCOMs will present their requirements to PMA 260 leadership

for approval and the use of APN-7 funds to procure the assets.

Government Property Management & Accountability Equipment

by Tim Schroeder

As required by the Chief of Naval Operations, we have worked closely with N4 Detachments, and contractor management personnel to accomplish the Navy Material Accountability Campaign (NMAC) requirement of a 100 percent wall-to-wall inventory of over 100,000 repair parts, material, support equipment and on track to complete this massive effort by 30 September 2020 with results reported up-line to CNAF N4. This huge effort could not have been accomplished without the outstanding teamwork of all Detachments and all Contractor personnel. Bravo Zulu for a job well done!

We have devoted significant time and effort working with N4 contracts, PMA 273, and participating stakeholders to ensure strict accountability/management of Government Property/Support Equipment/Aviation Life Support Systems (ALSS)/Cartridge Activated Device Programs for the T-45 Contractor Logistics Support (CLS)/T-45 Engine Performance Work Statements. This effort will ensure CNATRA is in compliance with Financial Audit Readiness (FIAR) in the management of Government property.

Aviation Life Support Systems Class Desk

by Chris Poth

Indian Head is still maximizing teleworking due to COVID-19, which has resulted in reduced shipments of Cartridge Activated Device (CADs) worldwide. This pandemic has not impacted CNATRA due to N4's daily communication with PMA-201 and CNATRA sites. We have been able to successfully sustain the CAD requirements/or Service Life

Extensions.

N4 COQ/SCOQ Nominations

- Selected as the N4 Civilian of the Quarter - Outstanding accomplishment by a dedicated professional and unmatched team player. Bravo Zulu!

Consuelo Mendez; CNATRA N432 Supply Technician



- N4 Senior Civilian of the Quarter Nominee
Chris Poth; CNATRA N4 Aviation Life Support Systems Class Desk



Farewell to LCDR Jenkins

"Fair Winds and Following Seas"

N4 bids farewell to Lt. Cmdr. Rebecca Jenkins our on-site DCMA Administrative Contracting Officer (ACO). Capt. Tom Gibbons, CNATRA N4 presented Jenkins with the Joint Service Achievement Medal.

Before coming to Corpus Christi to support CNATRA, her career spanned 20 years including service



aboard USS Kitty Hawk (CV-63), at NAVICP Mechanicsburg, Penn., at Aviation Support Det. Oceana, Joint Contracting Command Iraq/Afghanistan, USS Gunston Hall (LSD-44), Commander, U.S. 2nd Fleet, Army Command and General Staff College, Fort Leavenworth, Kansas, Commander Navy Expeditionary Logistics Support Group, DCMA Northrup Grumman, DCMA - AIMO Birmingham, and Corpus Christi.

Jenkins has been an integral part to N4's success for the past two years. Working with N4, she supported multiple contracts to include the T-45 CLS, TH-57 CLS, AIMD, T6 CLS and T44 CLS. Her support and efforts were vital to the success of the CNATRA student aviator-training mission.

We thank you for dedicated service to CNATRA and the Navy. Your retirement is well deserved. Rebecca, you will be sorely missed. Fair winds and following seas in all your future endeavors.

N4 Farewell to Mr. Frank T. Cardenas "Fair Winds and Following Seas"

For the past seven years, Mr. Frank Cardenas' primary duties as the T-6 Aircraft and Engine Class Desk has been the readiness of CNATRA's 289 T-6 aircraft and engines. Daily, he

reviewed and validated aircraft and engine readiness reporting accuracy; monitored and scrubbed applicable T-6 COMBS parts ordering status; liaised with the three T-6 DET OIC/AOIC and validated reporting accuracy, develop off-site aircraft recovery plans, and validated and endorsed CLS maintenance requests. Consistently drawing from his vast maintenance experience, Mr. Cardenas analyzed aircraft and engine readiness, formulated corrective actions necessary to improve readiness shortfalls. He liaised with the N3 T-6 Readiness Officer and the N7 T-6 Training Officer to address maintenance and aircrew issues and coordinated aircraft modifications and installation schedules as they affected training and simulator configuration. He coordinated aircraft depot inductions and deliveries with the T-6 Depot facility and the Training Wings. He reviewed NALCOMIS OOMA data and liaised with PMA-273 and the T-6 Joint Program Office to determine current and future Aircraft Engine, Prop and Landing Gear overhauls, logistics shortfalls and engineering support requirements. Despite the lack of T-6 parts and the negative impact it had on CNATRA T-6 Readiness, Frank's daily involvement and leadership in all aspects of readiness provided the coordination and interface necessary to move available parts and maximize aircraft and engine readiness.



Over the last seven years, Frank has used every bit of his aircraft and engine knowledge, experience and leadership to improve and maintain T-6 aircraft readiness, and CNATRA was a better command because of him. He is recognized program-wide as the Shell-Answer man, the one to go to if you're not sure how to proceed. He will be sorely missed. Mr. Cardenas' initiative, perseverance and total dedication to duty reflected credit upon himself and were in keeping with the highest traditions of the Department of the Navy.

N4 Det. Meridian

Greetings from Mississippi. Since our last Communicator input, we have been busy sharpening our hand sanitizing skills, social distancing, and dodging hurricanes. However, we have not lost focus on the overall mission, providing newly designated aviators to the fleet for further training in operational combat aircraft. Our N4M team, consisting of one active duty Navy LDO and 12 Civil Service professionals does this by providing, consistent and thorough oversight on four contracts; CLS (Vertex), Engine (Rolls-Royce), and Simulators (CAE and Fidelity). Their efforts keep the 86 T-45C aircraft, 93 F405 engines, and six flight simulators feeding the Training Wing I mission despite the many challenges thrown their way. A true One Team, One Fight culture keeps our machine moving.

This quarter alone, the CNATRA N4M team conducted 21 CSEC based audits and 1,323 observations on 41 NAMP programs, ensuring contractual obligations were met, and effective surveillance was equitably applied. Supported three Carrier Qualification detachments onboard the USS John C. Stennis (CVN-74) and USS Gerald R. Ford (CVN 78), which subsequently qualified two of our newly Level II Production Quality Manufacturing (PQM) certified QAs for shipboard surveillance. Additionally, utilizing the Joint Deficiency Reporting System, our

team has submitted 18 Engineering Investigations, 4 Production Quality Deficiency Reports and 26 Technical Publication Discrepancy Reports to ensure the sustainability of the T-45 program for years to come.

Teamwork, all the above successes were only possible due to the tireless efforts of our IPMS, keeping logistics on point and our aging infrastructure in working order. Using a carrot-and-stick approach, she keeps projects moving forward. Although if you talk with the contractors they would probably ask, what carrot? Another critical teammate is our IS, he meticulously analyzes our production numbers each day to ensure the accuracy of the DSR. So far this quarter he validated 5,485 sorties and 6,112 flight hours by going line by line through TIMS, the smooth and executed schedules. Finally our OA, the balance and glue to our team. She not only keeps our office running smoothly but also manages the GCP, purchases all HAZMAT, and reconciles our budget. An outstanding team, all working hard to ensure tomorrow's naval aviators can continue to Fly, Fight, Win! 🇺🇸



MERIDIAN Miss. Quality Assurance Specialist John Schultz checks tools at Training Air Wing I.
U.S. Navy photo by Lt. Tyler Young.

HT-8 Eightballers Change of Command

Fair winds and following seas to Cmdr. Lena Kaman. She relinquished command of Helicopter Training Squadron 8 to Cmdr. Patrick O'Neill, Sept. 10 during an aerial change of command. Welcome, Cmdr. Annie Otten HT-8's new executive officer.



AMERICANS ALL

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TODOS LOS
AMERICANOS



LUCHANDO POR LA
VICTORIA



HONORING THE PAST, SECURING THE FUTURE!

National Hispanic Heritage Month



Naval Aviators, Naval Flight Officer Receive Wings of Gold During Tailhook Symposium in Pensacola

By Lt. Michelle Tucker,

Two naval aviators and one naval flight officer received their Wings of Gold during a small ceremony at the National Naval Aviation Museum at Naval Air Station Pensacola, Florida, Sept. 12 as part of this year's modified Virtual Tailhook Symposium.

Graduates: Lt. j.g. Nicholas Mascaro, a naval aviator, Training Squadron (VT) 7; Lt. j.g. Christine Walker, naval flight officer (NFO), VT-86; and Lt. j.g. Thomas Fogwell, naval aviator, Helicopter Training Squadron 8.

The graduates represent three Chief of Naval Air Training (CNATRA) undergraduate flight training pipelines: Strike aviator, Strike NFO, and Rotary, respectively. CNATRA Rear Adm. Robert Westendorff presided over the ceremony, held in the museum atrium surrounded by large collection of aircraft and memorabilia from Naval Aviation history.

"Each of you have proven you have the strength, determination, and competency to wear these Wings of Gold and excel in the Naval Aviation community," Westendorff said. "I am incredibly proud of you and our team of instructors who helped make it happen. Now there's work to do as you advance to your fleet replacement squadrons and beyond. I look forward to flying with you in the fleet."

Each wingee received legacy wings from individual sponsors from their respective aviation community. Retired Rear Adm. William Gourtney passed his wings to Mascaro; Retired Rear Adm. Don Quinn, Tailhook Association chairman, passed his wings to Walker; and Rear Adm. Daniel Fillion, director, Warfare Integration at the Office of the Chief of Naval Operations passed his wings to Fogwell.

"I am truly honored to have the opportunity to receive retired Adm. Don Quinn's wings," Walker said. "As part of the new generation of Naval Aviation, I know we could not be where we are today without the leadership that came before. I am excited to continue his legacy in the Electronic Attack community and inspire the next generation of naval flight officers."

Gourtney passed two generations of Naval Aviation heritage to Mascaro.

"I received these wings in December 1978 in VT-7 from my father who wore his wings through World War II, Korea, Vietnam, and the Cold War," Gourtney said in a statement read by Capt. Eric Doyle, Tailhook Association president. "I wore them through instructing in the training command, fleet and RAG tours and while commanding in every level of our Navy's fleet command ... it's my wish these wings will serve you as well as they have served me."

Mascaro's wife pinned him during the ceremony.

"I've been told many times that as hard as school felt that I'll look back one day and realize that was the easy part," Mascaro said. "I am honored to serve my country and that pride will be what gets me through the tougher times. I want to thank all of my instructors at NAS Meridian and NAS Whiting Field for motivating and pushing me. This moment is truly once in a lifetime."

Westendorff pinned on Fogwell's wings. "I feel truly honored to receive legacy wings from someone with such a distinguished reputation like Adm. Fillion," Fogwell said. To student naval aviators just beginning training Fogwell said, "Don't get so distracted with earning your wings that you forget to enjoy the moment. Flight school is an experience like no other and you'll look back wondering how it went by so fast."

The Tailhook Symposium is hosted by the Tailhook Association, a nonprofit organization dedicated to building camaraderie across the U.S. Naval Aviation community. The three-day, virtual event was designed to connect and inform the Naval Aviation team and included panels led by Naval Aviation leadership, pioneers, and industry partners in addition to awards and winging ceremonies. This year's winging ceremony was sponsored by CAE USA.

"As this year's Virtual Tailhook celebrates the Naval Air Training Command, we are honored to sponsor the winging ceremony and help put the spotlight on the critical importance training plays in creating the next-generation combat-ready naval aircrew," said Ray Duquette, president and general manager of CAE USA.



Photo by Capt. Scott Janik.

*A Call
to Action!*

Celebrating

75

Years

NATIONAL DISABILITY EMPLOYMENT AWARENESS MONTH

**HONORING THE PAST,
SECURING THE FUTURE!**



A Computer Can Guess More Than 100,000,000,000 Passwords Per Second - Still Think Yours Is Secure?

Passwords have been used for thousands of years, as a means of identifying ourselves to others and in more recent times, to computers. It is a simple concept - a shared piece of information, kept secret between individuals and used to “prove” identity. Until relatively recently, a good password might have been a word or phrase of as little as six to eight characters. But we now have minimum length guidelines. Why? Because of “entropy.” When talking about passwords, entropy is the measure of predictability.

The math behind this is not complex, but let us examine this with an even simpler measure: the number of possible passwords, sometimes referred to as the “password space.” If a one character password only contains one lowercase letter, there are only 26 possible passwords (“a” to “z”). By including uppercase letters, we increase our password space to 52 potential passwords. Making a password longer or more complex greatly increases the potential ‘password space’. More password space means a more secure password. Looking at the above figures, it is easy to understand why we are encouraged to use long passwords with upper and lowercase letters, numbers and symbols. The more complex the password, the more attempts needed to guess it.

However, the problem with depending on password complexity is that computers are highly efficient at repeating tasks - including guessing passwords. Last year, a record was set for a computer trying to generate every conceivable password. It achieved a rate faster than 100,000,000,000

guesses per second. By leveraging this computing power, cyber criminals can hack into a system by bombarding it with as many password combinations as possible, in a process called brute force attacks. And with cloud-based technology, guessing an eight-character password can be achieved in as little as 12 minutes and cost as little as \$25.00.

Website passwords are usually stored in a protected manner using a mathematical algorithm called hashing. A hashed password is unrecognizable and cannot be turned back into the password (an irreversible process). When you try to login, the password you enter is hashed using the same process and compared to the version stored on the site. This process is repeated each time you login. For example, the password “Pa\$\$w0rd” is given the value “02726d40f378e716981c4321d60ba3a325ed6a4c” when calculated using the SHA1 hashing algorithm. When faced with a file full of hashed passwords, a brute force attack can be used, trying every combination of characters for a range of password lengths. This has become such common practice that there are websites that list common passwords alongside their calculated hashed value. You can simply search for the hash to potentially reveal the corresponding password. A screenshot of a Google search result for the SHA hashed password value ‘02726d40f378e716981c4321d60ba3a325ed6a4c’ reveals the original password: ‘Pa\$\$w0rd’.

The theft and selling of passwords lists is now so common, a dedicated website — haveibeenpwned.com — is available to help users check if their accounts are “in the wild.” This has grown to include more than 10 billion account details. If your email address is listed on this site you should definitely change the detected password, as well as on any other sites for which you use the same credentials. 🚩



Phishing Attacks Are Targeting Your Social Network Accounts

With social networks such as Twitter, Facebook, Instagram, and TikTok becoming a significant component in people's lives, attackers target them for malicious purposes. These stolen accounts are then used for disinformation campaigns, cryptocurrency scams like the recent Twitter hacks, or sold on underground markets. Due to this, social accounts should be treated as a valuable commodity and protected as such. Over the past month, MalwareHunterTeam has been tracking numerous phishing campaigns that target social network accounts. The first phishing campaign has become popular lately as it promises to get you verified checkmark on social networks like TikTok, Instagram, and Twitter. The most common social networks targeted with this scam are Twitter and Instagram and will prompt users to enter their login and password to get verified. Not as common as Instagram or Twitter, TikTok phishing pages are also being created that promise users a shiny verification badge.

Almost all of the landing pages that have been pushing these verification scams contain the word 'verify' or 'badge' in them, so be wary of any URLs containing these strings and claiming to be able to verify your account. Another widespread social network phishing campaign pretends to be a copyright violation for a post you made. These phishing pages state that your Twitter or Instagram account will be suspended in 24 hours unless you log in and dispute the copyright infringement claim. What makes the Instagram phishing page interesting is that it will display your actual profile picture on the phishing page to make it appear more legitimate. It should be noted that the Instagram phishing page also targets your email account password, as taking over an email account gives a wide range of access to other accounts. 🛩️

Student Naval Aviator Soars High

ATLANTIC OCEAN — Lt. Allyson Merki, from Brunswick, Maine, assigned to Training Air Wing (TAW) 2, qualified for her "Wings of Gold," aboard USS Gerald R. Ford (CVN 78), Sept. 12.

Merki, who looks up to her father, wanted to join the Navy as he did. Merki's father served in the Navy as an aviation electronics technician.

"My dad served at [Naval Air Station] Brunswick, [Maine] and was in the Navy for 21 years," said Merki. "My family never pressured me to be in the Navy, I really looked up to my dad. My parents have been very supportive the whole way through this and I owe them a lot." Ford qualified 27 student Naval aviator assigned to Chief of Naval Air Training Command (CNATRA) during Ford's twelfth Independent Steaming Event (ISE).

"I went to the Naval Academy and I got exposure to the jobs I could choose from, and every pilot I met was really nice and happy," said Merki. "It seemed like a very rewarding skill to have, so I decided to go to flight school. I started flight school in 2017."

Navy pilots have the option of either flying jets or helicopters when they go through Navy flight school.

"I wasn't sure what kind of pilot I wanted to be," said Merki. "I was on the ice hockey team at the Naval Academy, and my coach, Marine Corps Lt. Col. Peter Reitmeyer, pushed me when I

had doubts. He flew jets and wanted me to go that route, as well. I didn't know if I could do it, but he said he had no doubts that I could. Behind my dad, he's been my biggest supporter."

TAW-2, attached to CNATRA, embarked Ford Sept. 10 to qualify pilots to earn their wings before sending them out to squadrons.

"When I told Reitmeyer that I was going to be on this underway he gave me a pep talk and gave me lots of fatherly support," said Merki. "I called my dad and he told me to be very respectful of the boat and that the boat has a lot of people doing their jobs, and to be respectful all around."

The last part of flight training for pilots is to safely and consistently land aboard an aircraft carrier that's out to sea. Training to land on a carrier includes, but is not limited to, bomb dropping training, flying in formation and basic fighting.

"It was very surreal when I qualified," said Merki. "I feel extremely grateful for everyone who helped me on the way, including my trainers and landing signal officers. I really couldn't have done it without my supporting husband, Cole Merki. My husband, Reitmeyer, and his wife Julie, and my mom and dad are who I owe all this to."

Merki departs to head to her next command. She hopes it will be in Virginia Beach, Virginia. 🛩️



A T-45C Goshawk, attached to TAW-2, lands on USS Gerald R. Ford (CVN 78) Sept. 11.

U.S. Navy photo by Mass Communication Specialist 1st Class Julie R. Matyasick



Nueces County 2020 General Election

(elección general)

EARLY VOTING LOCATIONS

(Locaciones Votación Anticipada)

October 13 -16 (octubre 13-16)
8:00 am - 5:00 pm

October 17 (Sat) (octubre 17)
7:00 am - 7:00 pm

October 19 - 23 (octubre 19 - 23)
8:00 am - 5:00 pm

October 24 (Sat) (octubre 24)
7:00 am - 7:00 pm

October 26 - 30 (octubre 26 - 30)
7:00 am - 7:00 pm

Main Early Voting Location

NUECES COUNTY COURTHOUSE

901 Leopard St.
Corpus Christi, TX 78401

Special Sunday Hours

at this location only
October 18th & 25th
12:00 pm - 5:00 pm

ADKINS MIDDLE SCHOOL (Room A123)

2402 Ennis Joslin Rd. Corpus Christi, TX 78414

AMERICAN BANK CENTER (Room C101)

1901 N Shoreline Blvd. Corpus Christi, TX 78401

BANQUETE ISD (Boardroom)

4339 Fourth St. Banquete, TX 78339

BEN F. McDONALD LIBRARY

4044 Greenwood Dr. Corpus Christi, TX 78416

BISHOP MULTIPURPOSE BUILDING

115 South Ash St. Bishop, TX 78343

CORPUS CHRISTI ARMY DEPOT—NAS (Building 8, Hallway in front of Subway)

308 Crecy St. Corpus Christi, TX 78419

CORPUS CHRISTI CHRISTIAN FELLOWSHIP (Fellowship Hall)

6602 S Staples St. Corpus Christi, TX 78413

DEAF AND HARD OF HEARING CENTER (Lobby)

5151 McArdle Rd. Corpus Christi, TX 78411

DEL MAR COLLEGE (Heldenfels Administration Building)

101 Baldwin Blvd. Corpus Christi, TX 78404

FLOUR BLUFF ISD (Transportation/Maintenance Building)

2510 Waldron Rd. Corpus Christi, TX 78418

GRANT MIDDLE SCHOOL (Gymnasium)

4350 Aaron Dr. Corpus Christi, TX 78413

HATTIE MARTIN—ROBSTOWN ISD (Cafeteria)

701 N 1st St. Robstown, TX 78380

HILLTOP COMMUNITY CENTER (South Wing #1, Back of Building)

11425 Leopard St. Corpus Christi, TX 78410

JOHNNY CALDERON BUILDING (Auditorium)

710 E. Main St. Robstown, TX 78380

LONDON ISD MIDDLE/HIGH SCHOOL (Library)

1306 FM 43 Corpus Christi, TX 78415

MAGEE ELEMENTARY - STAR ANNEX (Building #3, Room C2 & C3)

4201 Calallen Dr. Corpus Christi, TX 78410

NEW LIFE CHURCH (at Sunrise Mall)

5801 McArdle Rd. Corpus Christi, TX 78412

PADRE ISLAND BAPTIST CHURCH

14253 S. Padre Island Dr. Corpus Christi, TX 78418

PORT ARANSAS COMMUNITY CENTER

408 N Alister St. Port Aransas, TX 78373

TEXAS A&M UNIVERSITY CORPUS CHRISTI

(O'Connor Building Room 135)
6300 Ocean Dr. Corpus Christi, TX 78412

TULOSO MIDWAY HIGH SCHOOL (Foyer)

2653 McKinzie Rd. Corpus Christi, TX 78410

THE VALENCIA

6110 Ayers St. Corpus Christi, TX 78415

VETERANS MEMORIAL HIGH SCHOOL (Auditorium)

3750 Cimarron Blvd. Corpus Christi, TX 78414

WEST Oso ISD ADMINISTRATION AREA (ROOM #35)

5050 Rockford Dr. Corpus Christi, TX 78416



Curbside voting will be available at all locations. Call (361) 888-0303
Votación en la acera estará disponible en todas locaciones. Llame (361) 888-0303



For more information on the
upcoming election visit:
(Para mas información visite
nuestra página web)

[www.nuecesco.com/county-services/
county-clerk/elections-department](http://www.nuecesco.com/county-services/county-clerk/elections-department)

Kara Sands

Nueces County Clerk
901 Leopard Street
Corpus Christi, Texas 78401
(361) 888-0865



Like us on Facebook!
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Follow us on Twitter
[@NuecesCo Clerk](#)

VT-7 Eagles Conduct Aerial Change of Command Ceremony Above Meridian

The “Eagles” of Training Squadron 7 held an aerial change of command ceremony above Naval Air Station Meridian, Mississippi, Sept. 25.

Commanding Officer Cmdr. Michael R. Poe relinquished command to Cmdr. Dylan G. Porter during the ceremony.

The airborne ceremony is a time-honored tradition of aviation commands in which the current and prospective commanding officers fly together in close formation flight and execute their respective orders over the radio.

Poe took off in the lead flight position and then transferred the lead to Porter, signaling the transfer of leadership, with all duties, burdens, and privileges associated with the position. The commanders dismounted the T-45C Goshawk aircraft and the ceremony concluded on the ground as Poe was piped ashore.

Commander, Training Air Wing I Capt. Tracey Gendreau, served as the presiding officer, which was broadcast via livestream to minimize gatherings of personnel in accordance with COVID-19 guidelines and best practices.

Poe, a native of Rancho Palo Verdes, California, took command of VT-7 in May 2019. During his tenure as executive officer and commanding officer, 179 naval aviators earned their Wings of Gold. VT-7 participated in eight carrier qualification (CQ) detachments, three Strike detachments to Naval Air Facility El Centro, California, and one Basic Fighter Maneuver detachment to NAS Key West, Florida. In the midst of a global health crisis, Poe led his team to maintain production levels and participate in all CQ detachments scheduled in 2020—a hallmark of

Naval Aviation adaptability in the face of an evolving threat. Additionally, in April 2020 the squadron took part in the first T-45 CQ aboard aircraft carrier USS Gerald R. Ford (CVN 78).

Poe is an F/A-18 pilot with more than 3,200 flight hours and nearly 600 carrier arrested landings. He is a graduate of the U.S. Naval Academy as well as the Naval War College, where he earned a degree in national defense and strategic studies. Prior to assuming command of VT-7, he served as airwing landing signal officer for team “Shogun” in Carrier Airwing 9 (CVW-9), and as a department head for the “Shrikes” of VFA-94.

“To serve as the commanding officer of VT-7 training the next generation of naval aviators has been an incredible honor,” Poe said. “Our mission is to set the example for dedicated airmanship, individual integrity, and military professionalism. In evaluating and molding student naval aviators in this vision, we best provide fleet replacement squadrons with the finest officers and highly trained aviators in the world. I tip my hat to the staff, instructors, and students who make this possible and I look forward to the new achievements that will be made under Cmdr. Porter’s leadership.”

Porter, from Beaufort, South Carolina, took over as commanding officer after serving as the executive assistant to the commanding general, Joint Task Force Civil Support (JTF-CS) in Fort Eustis, Virginia. An E-2C pilot, his operational sea assignments include four deployments and he has served in five separate carrier airborne early warning squadrons (VAW), to include an instructor tour at VAW-120. He too is a graduate of the Naval War College, where he earned a degree in national defense and strategic studies. He has

accumulated more than 2,500 flight hours and nearly 400 carrier-arrested landings in E-2 and T-45C aircraft.

“Cmdr. Poe set a standard of mission accomplishment in VT-7,” Porter said. “We are entrusted with the training of the next generation of carrier and land-based pilots for the United States Navy, United States Marine Corps, and the French Navy. With the military professionals and expert civilian staff at this command, I have no doubt that we will continue Cmdr. Poe’s legacy of excellence in creating the best newly winged aviators for the fleet.”

Cmdr. Gregory B. Enzinger joined the Eagles as executive officer. Enzinger is a native of Marietta, Georgia, and previously served the Joint Staff as a certified operational security and strategy development instructor at the Joint Forces Staff College in Norfolk.

VT-7, based in Meridian, trains the world’s finest combat aviation professionals. Their time spent at the Advanced Jet Training Squadron prepares them as officers and aviators for the many challenging facets of their careers in the Naval Aviation Enterprise in support of the nation.





245TH NAVY BIRTHDAY



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.



De el ACOS

¡Buenos días! from deep inside Training Bunker at Hangar 42. Our time in the old seaside fortress seems to be coming to a close as the Headquarters building on Lexington Avenue nears completion. The transition to updated spaces will seem all the more appropriate as the command transitions into the modern age of instructional design with a renewed approach to generating forces for our nation. Achieving the vision of generating a VFA FRS-ready Replacement Pilot in 18 months or less ("Street-to-fleet") is a realistic and achievable goal with technology that is on the shelf right now to enable access and developmental repetitions. It also requires an "All In" approach and the ability to lead change.

"Scared cows make great hamburgers!"

- N7 Quote of the Week

The "Industrial" approach to flight training (Criterion Referenced Instruction) was adequate in the 1980s with Beeville in the mix along with adequate manpower and flight lines full of up TA-4s and T-2s. Carrier Air Wings were launching 40+ aircraft to service two targets against Cold War era opposition. That is history. Today's power projection capabilities permit much smaller (and networked) strike packages to service MANY more targets with extreme precision. Although many systems have become automated, the taxation on the human brain (and many of you know that adage about "stem power") has increased substantially as real time INTEL and other information can quickly overload an aircrew member. While it still requires skill to put an aircraft in an advantageous position to employ fires against an adversary, additional 'fire hoses' of information must be managed by the same brain to achieve the competitive edge against a well-equipped adversary capable of a multi-spectrum fight. Air Wing composition has completely transformed (and promises to be even more improved in 2030). Undergraduate training for the operators must adapt appropriately, beginning with Crew Resource Management (CRM), most notably, adaptability, situational awareness, decision-making, and assertiveness. To do this, we are placing more emphasis on fluid environments and ability to



National Hispanic Heritage Month. Observed from Sept. 15 to Oct. 15, the 30-day occasion recognizes the histories, cultures and contributions of Americans whose ancestors came from Spain, Mexico, the Caribbean and Central and South America

flex to meet the mission requirements when things go "off script." This forces the flight student to continually analyze the mission, prioritize, and make decisions while still in a controlled environment (part of Avenger's QUAL phase). The end result will be a more competent officer reporting to the fleet, where advanced tactics can be honed to meet the requirements for victory in a high-end fight as defined in our National Military Strategy. 2021 is on track to be a banner year in CNATRA.

For this month's "I've heard about that, but was afraid to ask" section, our doctors submitted a brief overview of the Training Improvement Program (TIP). Doctor Natali gets "brainy" talking about how our brains function when we learn how to do something (a core function of our CNATRA mission). For the Dirigible pipeline folks, we've included graphics to follow along. Next is an in-brief about our new rotary wing Pipeline Training Officer Timmay (who owns the most patriotic truck in Nueces County). Finally, a submission on our N73, who was recently called-up in his Texas State Guard capacity to help the Lone Star State manage and recover from Hurricane Laura. Like Bob Wills, he saw miles and miles of Texas. Gracias por todo lo que haces. Hasta que nos volvemos a encontrar, ¡Adiós! /Bug out. 🐛

N7//Instructional Systems Design in the NATRACOM

Training Improvement Program (TIP)

The CNATRA Training Improvement Program (TIP) provides a process for improving and standardizing training curricula and the associated training courseware to ensure CNATRA produces the finest combat capable aviators that meet fleet requirements. For this issue we want to discuss the relationship of the TIP Manual to other instructions and directives.

The TIP Team

CNATRA is the Curriculum Control Authority (CCA) and holds overall cognizance for all NATRACOM curricula.

CNATRA Assistant Chief of Staff for Training (N7). CNATRA N7 implements CNATRA intent, in concert with policy guidance from higher headquarters.

CNATRA Aviation Training and Standardization Officer (N71). CNATRA N71 has overall staff cognizance on standardization and training for all phases of training. Changes to curricula are approved by the CCA, but CNATRA N71 authorizes work on specific TCRs. CNATRA N71 oversees a regular review and update process for CNATRA training instructions and also ensures consistency in policy, definitions, wording, and format throughout CNATRA publications.

CNATRA Pipeline Training Officers (PTO). CNATRA PTOs are NATRACOM flight instructors assigned to the CNATRA staff under the direction of N71. Each PTO must be an experienced instructor in the pipeline assigned. As the pipeline Subject Matter Expert (SME), the PTO shall administer the requirements for their respective pipeline.

Curriculum Model Managers (CMM). TRAWING Commanders are designated by CNATRA as CMMs for specific phases of training. CMMs are the focal point for implementation, management, evaluation, and improvement of assigned curricula.

Non-CMM TRAWINGs. Commanders of TRAWINGs not assigned CMM responsibilities shall review applicable curricula and shall submit all change recommendations via TCR, provide inputs to SMs, and shall nominate and support SMs in the performance of their duties.

Curriculum Coordinators (CC). The CC is a civilian government employee or NATRACOM flight instructor assigned to the TRAWING staff, nominated by the CMM, and designated in writing by CNATRA. CCs are responsible for the administrative details for their phases of training.

Ground Training Officers (GTO). The GTO is a government employee at each TRAWING that manages the execution of the ground training portion of the curriculum and the contract personnel that support it. The GTO is also responsible for coordinating reviews of training courseware and media by contract simulator and academic instructors with SMs. The GTO is CNATRA's representative at each TRAWING for the Contract.

Instructional Services (CIS) contract, coordinates ground training curriculum issues with CNATRA N71, and monitors ground training schedules and quality of ground training. The GTO shall also provide specific training to all incoming personnel on the Training Change Request (TCR) process.

Curriculum and Training Content Liaison (CTCL). The CTCL is an on-site CNATRA N7 employee assigned at each TRAWING to provide direct customer support for curriculum and training content, configuration management (CM), and TCR education and support. They support the CNATRA mission, command policies, and the NATRACOM corporate training management system (TIMS).

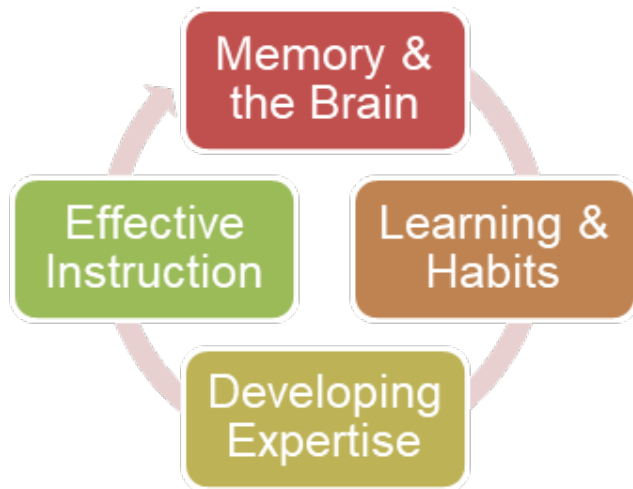
Stage Managers (SM). A Stage Manager is a NATRACOM flight instructor assigned to a squadron or TRAWING, nominated by the TRAWING Commander, and designated in writing by CNATRA. SMs, serve as the CNATRA Subject Matter Expert (SME) for their stage and related areas of expertise. Stages for each phase of training are established in the applicable MCG. CNATRA recognizes the SM as the principal expert for that stage. Flight instructors who are designated as a SM do not require an annual standardization check in the stage for which they serve as a manager, provided they maintain other qualification requirements.

TRAWING Training and Standardization Officers. TRAWING Training and Standardization Officers are responsible for ensuring course reviews by Simulator and Academic Instructors are coordinated with SMs at their TRAWINGs.

All Flight Instructors and Students. All CNATRA personnel are part of the NATRACOM TIP Team, and should provide suggestions to improve each course of instruction when necessary. The input from each instructor and student involved with the day-to-day execution of Naval Aviation training will ensure the NATRACOM continues to train aviators based on lessons learned and known best practices.

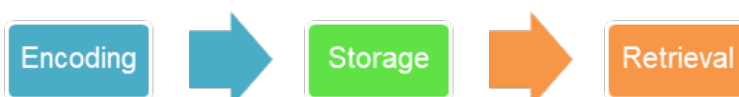
Fundamentals of Learning: Memory & the Brain

FITC discusses the Memory and the Brain. The brain is designed for two things, Information storage and Pattern recognition. You are stored information (memories) and the patterns your brain has identified, including: Past experiences, Emotions, Likes/dislikes, Skills, Knowledge. "Individuality" is merely a composite of experiences encoded to your nervous system. As information gets encoded, "patterns" emerge and you change your behavior (learning). Learning is possible because the brain developed the capacity to encode, store, and retrieve information (memories).



The Memory Process is the ability of an organism to record information about things or events with the facility of recalling them later at will

1. **Encoding (or registration):** the process of receiving, processing, and combining information. Encoding allows information from the outside world to reach our senses in the forms of chemical and physical stimuli. In this first stage, we must change the information so that we may put the memory into the encoding process.
2. **Storage:** the creation of a permanent record of the encoded information. Storage is the second memory stage or process in which we maintain information over periods of time.
3. **Retrieval (or recall, or recognition):** the calling back of stored information in response to some cue for use in a process or activity. The third process is the retrieval of information that we have stored. We must locate it and return it to our consciousness. Some retrieval attempts may be effortless due to the type of information.



Problems can occur at any stage of the process, leading to anything from forgetfulness to amnesia. Distraction can prevent us from encoding information initially; information might not be stored properly, or might not move from short-term to long-term storage; and/or we might not be able to retrieve the information once it's stored.

(Next issue Types of Memory)

Pioneers in Educational Psychology

John Dewey (October 20, 1859 – June 1, 1952) was an American philosopher, psychologist, and educational reformer whose ideas have been influential in education and social reform. He is regarded as one of the most prominent American scholars in the first half of the 20th century.

Dewey was also a major educational reformer for the 20th century. A well-known public intellectual, he was a major voice of progressive education* and liberalism. While a professor at the University of Chicago, he founded the University of Chicago Laboratory Schools, where he was able to apply and test his progressive ideas on pedagogical method.

*Progressive education is a pedagogical movement that began in the late nineteenth century; it has persisted in various forms to the present. The term progressive was engaged to distinguish this education from the traditional Euro-American curricula of the 19th century, which was rooted in classical preparation for the university and strongly differentiated by social class. By contrast, progressive education finds its roots in modern experience.

Wikipedia contributors. "John Dewey." Wikipedia, The Free Encyclopedia. Wikipedia, The Free Encyclopedia, 30 Aug. 2020. Web. 14 Sep. 2020. 🐉

N7 Welcome Aboard!

Cmdr. Timothy "Timmay" Atherton

N714 Helicopter PTO, Advance

Helo & Tiltrotor PTO

Cmdr. Timothy Atherton reported to CNATRA in August from Coast Guard Island, Alameda, California, where he was the AOIC, Maritime Homeland Defense. A native of Cedar Rapids, Iowa, he enlisted in the Navy in 1993 as a hull maintenance technician and commissioned via the Naval Academy where he earned a Bachelor of Science in general science. He was designated a naval aviator in December 2001 and reported to Helicopter Anti-Submarine Squadron (HS) 10 at NAS North Island, San Diego, for fleet replacement pilot training in the SH-60F Seahawk.



Atherton flew the SH-60F and HH-60H at Helicopter Anti-Submarine Squadron (HS) 3 out of Jacksonville, Florida. He deployed aboard USS Theodore Roosevelt (CVN 71) for the opening months of Operation Iraqi Freedom. He served as a primary flight instructor at Training Squadron (VT) 28 in Corpus Christi, Texas, where he logged over 1,400 flight hours in the T-34C and earned numerous flight instructor awards. Atherton also deployed aboard Bonhomme Richard to the U.S. 5th Fleet area of operations in support of combined military operations in the region.

He earned a master's degree in national security and strategy from the U.S. Naval War College in Newport, Rhode Island, then reported to Helicopter Sea Combat Squadron (HSC) 12 at NAS North Island for a department head tour (administrative officer and maintenance officer) and transitioned the squadron to Atsugi, Japan. He logged over 1,000 flight hours in the MH-60S Knight Hawk and deployed aboard USS Abraham Lincoln (CVN 72) in support of Operation Enduring Freedom and USS George Washington (CVN 73) in support of Operation Damayan.

Atherton's joint tour was at the 603d Air Operations Center (AOC) in Ramstein, Germany. He then reported to the Pacific Fleet Maritime Homeland Defense Detachment Alameda, California on Coast Guard Island.

He has over 3,200 flight hours. His personal decorations include the Meritorious Service Medal, Air Medal, four Navy and Marine Corps Commendation Medals, the Navy and Marine Corps Achievement Medal and other personal, joint, campaign, and service ribbons. Atherton is married and has two children. He enjoys cars, waterskiing, and power sports.

N3 Welcome Aboard!

Tami Murray

N3 Secretary

Tami Murray recently relocated from the Olympic Peninsula to Corpus Christi with her spouse, James, a 22-year member of the U.S. Coast Guard. The gypsy life of a military wife is all she has ever known, so she cannot claim one place as home. Tami feels home is not always a place, but it's where the people you love are. Currently, those people live in Arizona, Guam, and Arkansas. However, Texas is proving to be a location she and her husband love, and they may consider calling it home one day.

Tami has one human child and five fur babies that she adores and spoils. Tami's daughter, Abby, joined the U.S. Coast Guard in 2017 and is currently stationed in Guam as a 3rd Class Boatswain's Mate on a sea-going buoy tender. The stories Abby tells her mom are full of Coast Guard acronyms that Tami knows nothing about, but hearing Abby's voice and knowing she is happy is priceless. In Tami's free time, you will find her sewing fashion accessories for her two Yorkies and riding her bike around town. One day she hopes to have the opportunity to ride in the Texas MS 150 bike ride.

Over the last 14 years, Tami served in various administrative leadership roles varying from legal secretary to lawn and garden service manager. So if you ever need assistance with looking up the landlord-tenant act or troubleshooting a faulty lawnmower, she is happy to help! As a military spouse, she could not always stay in the same career field, but she never let that discourage her. Her hard work and eagerness to learn earned her several outstanding performance evaluations.

Tami assumed the N3 secretary position on Sept. 28. She is very excited to be part of Team CNATRA and looks forward to working with everyone.



Texas State Guard Calls On CNATRA Member To Support Hurricane Laura Relief Effort



For most members of the CNATRA team, Labor Day was a much-needed chance to relax during what has been an extremely challenging year. For at least one team member, it was another chance to serve. For two weeks starting Aug. 26, Ian Arvizo (CNATRA N73) was Lt. Col. Arvizo, Texas State Guard (TXSG).



Arvizo was activated as part of the Texas' preparations for Hurricane Laura. TXSG is part of the Texas Military Department, but unlike the National Guard is entirely under the command of the governor. The guard is one of 21 active state defense forces, and at over 1,600 members, is one of the largest and most active. The guard draws in members from both the public sector and former military members, to include those who retired from federal service. Prior service members usually come in at the same rank as when they left the military. Because the guard is exclusively under Title 32, their former federal pay, benefits, and time in service are not affected. Age standards are higher; members can stay in until age 70. The TXSG does maintain height and weight standards. The mission of the TXSG is to provide mission-ready military forces to assist state and local authorities in times of state emergencies, to conduct homeland security and mission support 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. Specific missions the guard offers are shelter management, swift-water rescue, point of distribution operations (handing out food, water, and other supplies, usually at a drive-through site), engineer evaluations of civil structures, medical support, and working the Texas Emergency Tracking Network, which is a system that tracks evacuees at every step of their movement to ensure accountability and safety. In

2020 alone, the Guard has provided troops in support of COVID-19 response, Hurricane Marco response, Hurricane Laura response, civil unrest, and the April tornado outbreak in Polk County. Like the normal Reserves and National Guard, the State Guard drills one weekend a month and has annual training, which usually lasts four days. The Guard is headquartered at Camp Mabry in Austin. The guard is divided into four brigades organized geographically in conjunction with the Texas Department of Public Safety regions. Often drills are supplemented by public service events such as Operation Lone Star (OLS), an exercise conducted by the Department of State Health Services in conjunction with local county governments. OLS offers no-cost health services to underserved areas along the southern border and is one of the largest medical readiness exercises in the world.

The TXSG provides medical service personnel and other manpower support. Normally, Arvizo serves as the Chief of Staff for 3rd Brigade, headquartered in Corpus Christi. For Hurricane Laura, however, he served as a liaison officer in the Joint Operations Center (JOC) located at Camp Mabry.

"It was my job to work with the National Guard, serving as a bridge between the two organizations," Arvizo said. "The early days of response were hectic as we scrambled to get troops into position. I was constantly asking

myself 'what do I know', 'who needs to know', and 'have I told them yet.' It was pretty constant as we were shuffling troops from location to location as the mission and local needs changed.

"Although the impact on Texas was light, there were still areas that lost power for over a week. We also had a lot of evacuees from Louisiana that the state is sheltering. Due to the extensive damage from the storm, that will be a much longer operation."

Arvizo joined TXSG in 2015 after retiring from the Marine Corps as a major.

"Maybe I'm a glutton for punishment, but I missed the comradery and being of service," he said.

Since joining, he has served as a company commander, a brigade commander, has participated in the Hurricane Harvey and Hurricane Laura response, and Operation Lone Star from 2015 to 2019 when he was the overall mission commander.

"We are constantly trying to grow the force with quality people," he said. "It's a labor of love; drills are not paid and the benefits are limited compared to federal service. You are currently required to provide your own gear and uniforms which can be challenging for some. On the other hand, the intangible rewards are great. I was on two humanitarian operations overseas when on active duty. I've been on seven since joining the Guard; all here in Texas. We are literally Texans helping Texans." 🇺🇸



Courtesy photo.

VFA-106 Naval Aviator Receives Prestigious Britannia Award

By Cmdr. Jennifer Cragg, Naval Air Force Atlantic

VIRGINIA BEACH, Va. — A naval aviator assigned to Strike Fighter Squadron (VFA) 106 at Naval Air Station (NAS) Oceana was awarded the prestigious Britannia Award by the British naval attaché to the United States.

Royal Navy Rear Adm. Andrew Betton, deputy commander, Joint Force Command presented the Britannia Award to Lt. Ian Arbuckle during an award ceremony aboard NAS Oceana, Sept. 28.

“For me, it is the culmination of the dedication, and the professionalism of the T-45 strike instructor cadre involved in training future pilots such as myself,” said Lt. j.g. Ian Arbuckle, who was notified that he was chosen for this distinguished award soon after transferring from Training Squadron (VT) 21, which is based at NAS Kingsville, Texas, to VFA-106.

Arbuckle, who is from Houston, received his commission from the U.S. Naval Academy in 2017. Immediately following receiving his commission, he attended Aviation Pre-Flight Indoctrination at NAS Pensacola, Florida. During his follow-on assignment at VT-21, he received training on a myriad of strike fighter

training from aircraft operations to basic strike fighter tactics, and culminating with carrier qualifications aboard USS John C. Stennis (CVN 74).

While he is currently in the strike phase of his training on the F/A-18E and F Super Hornet at VFA-106, he said he looks forward to one day deploying with an operational squadron.

The Britannia Award is part of the Chief of Naval Air Training’s annual Aviation Awards program. It is given to the Navy or Marine Corps student naval aviator graduate of the Strike pipeline who demonstrates the highest overall weapons score and performance in the Advanced phase of Strike training during the previous calendar year. Arbuckle won the award for his record at NAS Kingsville, while attached to VT-21.


Cmdr. Dan Catlin, commanding officer, VFA-106 emphasized the long-standing tradition of this award to recognize an outstanding strike fighter pilot.

“While this award recognizes the top performer in the Strike pipeline, it also speaks to the countless men and women, military and civilian, who support the development of our future

Strike Fighter pilots such as Lt. j.g. Arbuckle,” said Catlin.

The Britannia Award, established in 1956 by the Lord Commissioners of the Admiralty of the United Kingdom, is an annual award consisting of a scroll and a trophy. It was given as a token of appreciation for the assistance rendered by the United States Navy in training British naval pilots between 1952 and 1956. More than 250 British trainee pilots passed through U.S. air training centers, where they were instructed by U.S. Navy instructor pilots and brought up to U.S. Navy operational standards.

Additionally, the award recognizes British and U.S. Navy cooperation during the World War II when more than 28,000 British pilots were training and qualified with the U.S. during the war years. The trophy is a sterling silver model of the Royal Navy’s Vampire jet fighter that made the first scheduled jet deck landing in the world aboard HMS Ocean in December 1945.

Arbuckle’s name will be inscribed on the trophy joining previous recipients. The trophy is permanently housed at the National Naval Aviation Museum aboard NAS Pensacola. 



MyNavy Assignment Now Available for Reserve Sailors

'Commander, Navy Reserve Forces Command (CNRFC) announced MyNavy Assignment, a "detailing marketplace" for all enlisted Sailors, is now available to the Navy Reserve Force.

MyNavy Assignment replaces the Career Management System – Interactive Detailing (CMS-ID) and delivers a modern interface and user-friendly experience for Reserve Sailors to manage their career.

"We've listened to what Sailors are asking for and integrated those capabilities into MyNavy Assignment," said Capt. Claudia Macon, team lead for the MyNavy HR Reserve Transformation initiative at CNRFC. "Sailors can now expect more options, greater career flexibility and increased transparency when navigating

through the detailing process."

The capabilities featured in MyNavy Assignment strengthen the relationship between the Sailor and their Command Career Counselor. Sailors can view eligible jobs, bookmark, apply, communicate with their Command Career Counselor and track the entire process from one location.

MyNavy Assignment features a 'MyResume' tab and by keeping it updated with previous assignments, skills, qualifications and education, Sailors can better position themselves for a billet they are interested in filling.

The Sailor Application Lifecycle Tracker (SALT) notifies Sailors who need to apply for billets, provides confirmation after a Sailor applies for a billet, displays the release phases of pending orders, and notifies a Sailor when they are selected for orders. If a Sailor is not in the window to apply for orders, the SALT tracker will not be available.

"The entire process is at your fingertips," said Master Chief Michelle Lang, Senior Enlisted Leader for Enlisted Assignments at CNRFC.

"Sailors are able to market themselves for any billet they're eligible to fill, and if they aren't selected, the decision-making process is now accessible for all to see."

During the Command Ranking Phase, Operational Support Officers and unit command leadership make comments and rank the Sailor's applications for their billets. Sailors are now able to see these comments and

if not selected, can use the tools in the 'MyResume' tab to fill any gaps in their record for the next application cycle. Additionally, Projected Rotation Date (PRD) modifications are now routed through Unit Command Leadership for their review prior to CNRFC action.

MyNavy Assignment also expands the

detailing window and provides greater visibility by generating jobs that are closed during an application cycle. This allows Sailors to chart their career path, determine what skillsets are required for desired jobs and become competitive for those jobs in the future.

"This new tool has everything Sailors need to ensure they're hitting their career milestone requirements, but also opens the aperture for new and exciting possibilities," said Master Chief Eric Dusenbery, Senior Enlisted Leader for the MyNavy HR Reserve Transformation initiative at CNRFC.

"I encourage every Sailor to take advantage of this application, build their resume and apply for jobs that will take them to the next level."

Navy Launches New EFMP Mobile App

The Navy's Exceptional Family Member Program (EFMP) launched a new mobile application Aug. 31 that provides Navy

families, doctors, service providers, detailers and program administrators upto-date information and resources all in one place.

"There are nearly 20,000 Navy families with dependents enrolled in the EFMP program," said Lt. Cmdr. Roxanne Rau, EFM program manager. "Within that total number of families, there are 24,000 individual family members classified as an Exceptional Family Member (EFM), which means that some families have more than one dependent enrolled in the program."

The EFMP mobile application is designed to assist and support Sailors and spouses by addressing the special needs of their EFMs during the assignment process and help families enrolled in the program make the most of the Navy's

medical and educational system no matter where they are stationed.

Special needs include any special medical, dental, mental health, developmental, or educational requirement as well as family members that have requirements for wheelchair accessibility, adaptive equipment, or assistive technology devices and services.

Family readiness is a key part of service member readiness. After two years of hard work that included finding the right framework for this mobile app, typing in all of the information by hand and beta testing with medical professionals and families there is finally one place to find all of the up-to-date information that anyone connected with the program needs.


"I think of this new EFMP app as a onestop shop," said Rau. "Anyone can easily find all of the information they want right on this new app without trying

to search the internet then sort through hundreds of pages – many of which have outdated information. This app was designed to have all the most up-to-date information in one place. It includes both an instruction and video library, pocket guide, section for resources and a directory with service providers with links to maps and driving directions."

Many Navy families can find deployments and permanent change of station (PCS) moves to be difficult, even in the best of times. When a family has a member with special medical or educational needs, these things can be even more complicated.

"Life is stressful as it is. I truly believe that all of the little stressors can add up to something big," said Rau. "If even one thing can be taken away, it is a win. That is why this EFMP mobile app was created – to support the families and to make things easier for them."

Get the app at the Navy App Locker: <https://www.applocker.navy.mil/#!/apps>.



PENSACOLA, Fla. The Blue Angels perform above Pensacola Sept. 25 as a tribute to all who came together in the wake of Hurricane Sally.
Photo courtesy of Blue Angels Public Affairs.



“We are all in this together.”

PENSACOLA, Fla.
Blue Angels team members helped the local community in the wake of Hurricane Sally.
Courtesy photo.