CNATRA
COMMUNICATOR

FEBRUARY 2021

/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 quarterdeck.

/ON THE COVER

USS GERALD R. FORD At Sea Lt. Cmdr. Andrew Kirchert, from Lake Luzerne, New York, assigned to USS Gerald R. Ford's (CVN 78) air department, launches a T-45C Goshawk, attached to Training Air Wing, 1 from Ford's flight deck Feb. 3, 2021. *U.S. Navy photo by Mass Communication Specialist Seaman Sarah Mead.*

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DoD Safe Helpline:	(877) 995-5247

/FEBRUARY IN NAVAL AVIATION HISTORY

02-FEB-1938 While piloting a PBY-2 aircraft in a tactical exercise off California, Lt. Carlton B. Hutchins collides with another VP-11 PBY-2. Remaining at his badly damaged planes controls, Hutchins courageously allows members of his crew to parachute to safety, but is killed in the planes subsequent crash. For his "extraordinary heroism," he is posthumously awarded the Medal of Honor.

03-FEB-2017 The aircraft carrier, USS Enterprise (CVN 65) is decommissioned in a ceremony held in the ship's hangar bay, Feb. 3. The ceremony marks the end the ship's nearly 55-year career, and is the first decommissioning of a nuclear-powered aircraft carrier.

05-FEB-1971 Apollo 14 astronauts Capt. Alan B. Shepard Jr., commander, and Cmdr. Edgar D. Mitchell, lunar module pilot, become the fifth and sixth humans to walk on the moon.

06-FEB-1944 Lt. j.g. Carrell I. "Zoom" Pinnell, in his PB4Y-1 Liberator aircraft, sinks German submarine U-177 west of Ascension Island, in the South Atlantic.

07-FEB-1984 Naval Aviator/Astronaut Bruce McCandless II makes the first untethered spacewalk as he flies some 300 feet from the Space Shuttle Challenger in the first test of the Manned Maneuvering Unit (MMU).

13-FEB-1917 Marine Capt. Francis T. Evans performs the first loop with a seaplane in an N-9 float plane at 3,000 feet, then forces it into a spin and successfully recovers. For this contribution to the science of aviation, he is later awarded the Distinguished Flying Cross.

15-FEB-1944 While serving as commander of a Catalina patrol plane, Lt. Nathan Gordon responds to a report of U.S. Army Fifth Air Force personnel shot down over Kavieng Harbor in the Bismarck Sea. Risking his life and under Japanese fire, he makes a daring rescue mission, saving 15 service members from certain death or capture by the enemy. For his "extraordinary heroism, Gordon is awarded the Medal of Honor.

17-FEB-1944 During Operation Hailstone, aircraft from the nine aircraft carriers of Task Force 58 attack the Japanese fleet at Truk. During the 2-day strike, 33 Japanese vessels are destroyed and nine more damaged.

20-FEB-1942 While defending Lexington in a F4F "Wildcat" fighter, Lt Edward H. Butch O'Hare repeatedly attacks nine Japanese bombers and shoots down five and damaged a sixth. O'Hare is meritoriously promoted to lieutenant commander in April 1942 and awarded the Medal of Honor.

20-FEB-1962 Lt. Colonel John Glenn, USMC, becomes the first American to orbit the Earth. Recovery is by USS Noa (DD-841).

22-FEB-1974 Lt. j.g. Barbara Ann (Allen) Rainey becomes the first Navy-designated female aviator.

25-FEB-1933 USS Ranger (CV 4), the US Navy's first true aircraft carrier, is launched.

27-FEB-1928 Pilot Cmdr. Theodore G. Ellyson (Naval Aviator No. 1) and crewmembers Lt. Cmdr. Hugo Schmidt and Lt. Roger S. Ransehousen died when their XOL-7 observation amphibian, BuNo A-7335, crashed into the Chesapeake Bay while en route from NAS Hampton Roads, Virginia, to Annapolis, Maryland.

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Gerald R. Ford Carrier Qualifications Support F/A-18 Pilot Production

By MC2 William Spears, Ford Public Affairs

NORFOLK, Va. - Since March 2020, the Navy's newest aircraft carrier, USS Gerald R. Ford (CVN 78) has assisted five Fleet Replacement Squadron (FRS) carrier qualification (CQ) detachments, qualifying 86 F/A-18 strike-fighter pilots to immediately enter fleet operations.

As the only aircraft carrier regularly available on the East Coast this year, Ford has proved an invaluable asset to the "Gladiators" of Strike Fighter Squadron (VFA) 106 and the "Greyhawks" of Airborne Command and Control Squadron (VAW) 120, qualifying 84 pilots from their ranks this year.

VFA-106's latest CQ detachment concluded Dec. 7. The squadron's Commanding Officer, Capt. Dan Catlin, said these CQ opportunities are critical to strike fighter production.

"Carrier qualifications in the FRS mark the culmination of two years of rigorous training for naval aviators who will move on to the fleet to serve in front-line strike-fighter squadrons," said Catlin. "The positions they will fill in Fleet squadrons are critical in the sense that these squadrons, when embarked, constitute the leading edge of national power projection and warfighting capability. By proving they have the mental discipline and skill to consistently and safely landing an F/A-18E/F Super Hornet on an aircraft carrier, day and night, demonstrates they are ready to take on this tremendous responsibility."

In addition to the FRS detachments, Ford also enhanced strike fighter pilot production by qualifying 114 student naval aviators (SNA) assigned to Chief of Naval Air Training Command (CNATRA). Capt. J.J "Yank" Cummings, Ford's commanding officer, attributes the success of these CQs to the proficiency of the ship's crew and their ability to operate Ford's state-of-the-art Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG).

"Through the hard work, grit, and professionalism of our Sailors and officers, we continue to prove that EMALS, AAG, and this innovative aircraft carrier design works," said Cummings. "Independent Steaming Event (ISE) 14 was the smoothest underway in the ship's history. Not only were we able to qualify 39 student naval aviators and 16 FRS pilots, we also set a new single day record of 170 arrested landings and 175 catapult shots in only 8.5 hours, that's 20 traps and hour, and if we had more daylight we could've easily made 200. Our salty flight deck Sailors and the not so salty student naval aviators worked as a team to make it happen. It brought a wicked smile to my face watching them set this new record."

"The at-sea experience that USS Gerald R. Ford provides is an invaluable resource that I'm deeply thankful for. This training is the bridge for CNATRA students to go from student naval aviators to warfighters poised to execute the nation's defense strategy."

- Rear Adm. Robert Westendorff

During ISE 14, Ford conducted 840 catapult launches and arrested landings with EMALS and AAG, bringing the ship's total to 6,399.

SNA CQ consists of two day touch-and-gos and ten day arrested landings per pilot. FRS pilots must complete two day touch-and-gos, 10 day arrested landings, followed

by two night touch-and-gos and six night arrested landings. Both events are the culmination of many months of rigorous training.

"The ability to take off and land on carriers is what separates Naval Aviators from traditional pilots," said Rear Adm. Robert D. Westendorff, chief of naval air training. "The at-sea experience that USS Gerald R. Ford provides is an invaluable resource that I'm deeply thankful for. This training is the bridge for CNATRA students to go from student naval aviators to warfighters poised to execute the nation's defense strategy."

The success of CQ hinges on the integration between the Ford crew and the FRS and CNATRA detachments that embark for each ISE. With nine months of collaboration as evidence, Catlin believes the Ford team truly enables VFA-106's mission to carrier qualify aviators to take the fight to any potential adversary around the globe.

"My squadron is always eager to get underway with the Gerald R. Ford team," said Catlin. "The professionalism, dedication, and technical mastery this phenomenal team displays in every aspect of underway operations are impressive. No challenge is too great for the remarkable Sailors who make the Gerald R. Ford one of the finest ships in the Fleet. We're already very much looking forward to our next underway with Team Wolverine!"

Ford is in port at Naval Station Norfolk for a scheduled window of opportunity for maintenance as part of her Post-Delivery Test and Trials phase of operations.

CNATRA Yeoman Joins Chiefs Mess

By Anne Owens

CORPUS CHRISTI, Texas -- Chief of Naval Air Training's (CNATRA) Chief Yeoman James Coe Jr. was one of four Sailors to promote to the distinguished rank of chief petty officer during a ceremony aboard Naval Air Station (NAS) Corpus Christi, Jan. 28.

Coe, a native of Dale City, Virginia, graduated from Gar-Field Senior High School in Woodbridge, Virginia, in 2002 and currently serves as the flag writer for CNATRA.

CNATRA is responsible for all undergraduate aviator and naval flight officer training for the Navy, Marine Corps, Coast Guard, and select international partners led by Rear Adm. Robert Westendorff. Westendorff served as guest speaker for the ceremony.

"This is truly a transformational day, one you will remember with great pride," said Westendorff. "The Chiefs Mess is the sum of the acts all our Chiefs undertake every day to train and motivate our team. Today, you carry forward a legacy of strength and honor. This is your time to lead, fight and win."

Achieving the rank of chief petty officer is a major milestone for enlisted Sailors and is the culmination of many years of hard work and dedication to the Navy and its Sailors. Selectees must complete a demanding 10-week indoctrination process before earning their anchors and the title, "Chief."

"Being the Chief is something I have wanted since I joined the Navy 14 years ago," said Coe. "I would not have been able to get here without the hard work of my Sailors and support from my fellow Shipmates. The highlight of this process was the pinning ceremony. It is the culmination of everything we have gone through and it allows us a moment to reflect on the many lessons we learned."

With this promotion, Coe has a greater level of responsibility, which includes training Sailors and junior officers.

"My advice to other Sailors would be to demonstrate your ability to lead," said Coe. "Make sure to find opportunities to lead other Sailors, whether for a department, committee or an event."

CORPUS CHRISTI, Texas Chief Yeoman James Coe is piped aboard during the chief petty officer pinning ceremony at Naval Air Station Corpus Christi, Texas, Jan. 28. *U.S. Navy photo by Sean Dath*

Aviation Intermediate Maintenance Department

By Al Swain

Worked with CNATRA Detachments and Aviation Intermediate Maintenance Department (AIMD) to develop a Pre-Expended Bin (PEB) high-demand parts list for T6 parachute head boxes and Survival Kits for NAS Pensacola, NAS Corpus Christi, and NAS Whiting Field. Once the PEBs are fully stocked in AIMD designated locations, AIMD will significantly reduce repair Turn- Around-Time (TAT) for these critical assets.

Due to COVID-19 travel restrictions, the Navy depot calibration laboratory in New Orleans could not conduct an on-site visit to calibrate the highly critical Portable Oxygen Regulator Test Set at NAS Pensacola and NAS Whiting Field. After notification of the cancelled site visit,AIMD immediately took the initiative and drove the assets from NAS Pensacola to the depot in New Orleans and simultaneously worked with the depot site manager to expedite the calibration of the assets. Efforts resulted in AIMD working all backlog of critical oxygen regulators without interruption to T6 pilot training. Bravo Zulu!

Aircraft Maintenance Material Readiness List / Support Equipment

By Carlos Garcia

Successfully worked with CNATRA N4 Detachment Pensacola, PMA 207, PMA 265 and PMA 260 to obtain all required Support Equipment for the Navy Flight Demonstration Squadron (NFDS) Blue Angels F/A-18 E/F Super Hornet, C-130J transition, AIMD I-Level increased capability, and additional SE required to support NFDS during the show season. Effort resulted support equipment fill rate of over 95 percent in each area, and all other deficits were filled with temporary loans from the Fleet. Tremendous teamwork by all resulted in NFDS commencing training operations for the 2021 show season uninterrupted due to sufficed support equipment.

Met and exceeded quarterly (September – December) PMA 260 Support Equipment stringent readiness goals that focus on SE inventory management, database integrity, accountability and metrology and calibration management. CNATRA has now met established readiness goals for eight consecutive quarters and the only TYCOM to meet the goals consistently.This major accomplishment was the result of outstanding teamwork and communication between N4 Detachments, contractor personnel, and CNATRA N43 personnel.

Government Property Management & Accountability Equipment

By Tim Schroeder

Per CNATRAINST 4415, CNATRA N4 Detachment Industrial Property Management Specialist (IPMS) perform monthly government property audits and all audits were completed for November/December timeframe with zero discrepancies. The DET IPMS have ensured strict accountability/management of $600 million in contractor managed government property for the Navy/CNATRA and has ensured compliance with DoD Financial Audit Readiness (FIAR) requirements. Thank you for your teamwork and outstanding efforts!

Aviation Life Support Systems Class Desk

By Chris Poth

Due to COVID-19 restrictions, work with PMA 201 Cartridge Activated Device (CAD) Program Office on a daily basis to ensure CNATRA sites receive all CADs required for maintenance requirements. Due to daily N433 communication with PMA-201/CNATRA sites staying ahead of the Cartridge Activated Device (CAD) requirements/ Service Life Extensions, there has been no still negative impact to CNATRA readiness.

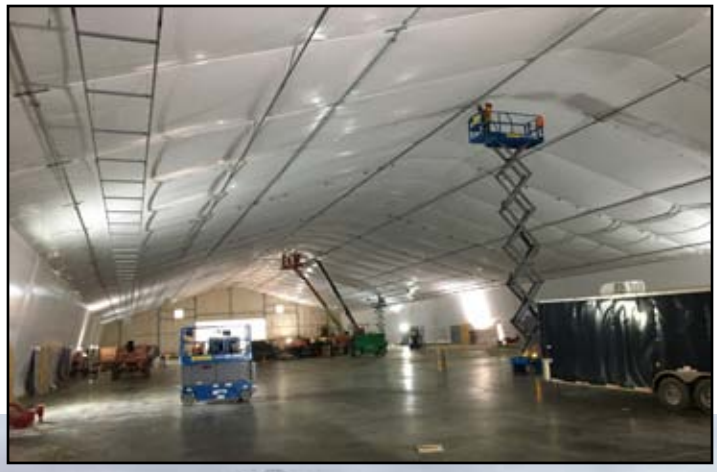
Working closely with U.S. Naval Academy personnel to secure USNA flight suits for newly designated cadets for Aviation Community Dinner. There is an estimated 300 students who will require flight suits for the dinner and the USNA is in the process of measuring students. Once all sizes are received, we will work closely with Fleet Logistics Center (FLC) Pensacola to coordinate shipment and delivery prior to the scheduled dinner in late February or early March.

N4 Det. Whiting Field

Greetings from N4 Det. Whiting Field! It was a busy 2020 and will be an even busier 2021 for the South Field of the base, which houses the TH-57 helicopters to support the rotary wing mission for Training Air Wing Five. The Bell TH-57 helicopter, currently in use, was originally introduced in 1981 and has been the Navy's primary helicopter training platform since that time. The TH-57's outstanding service is quickly coming to an end and the introduction of Navy's newest Advanced Helicopter Training Platform (AHTS), the Leonardo TH-73A. This new helicopter, scheduled for first delivery in March 2021, will help train future Navy, Marine and Coast Guard helicopter and tilt-rotor pilots for decades to come.

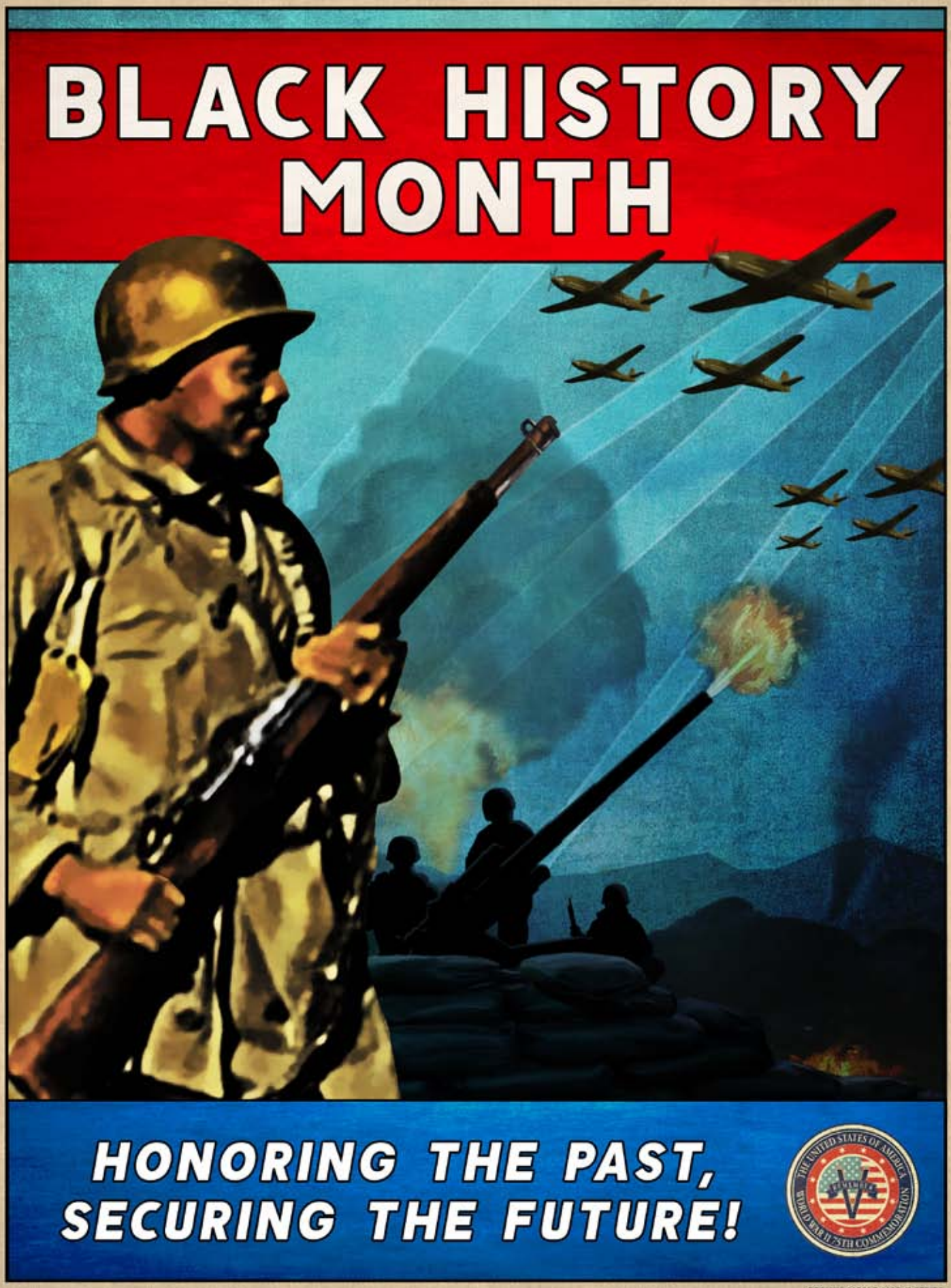
Preparing for the new helicopter platform maintenance support began many years ago and N4 Det. Whiting has been on the front lines of that detailed preparation. With the new helicopter comes different hangar requirements, logistics, support equipment, transport needs, explosive storage requirements, battery storage requirements…etc. The det. has been working with PMA, class desk, FST, FIT team, Leonardo and others to ensure that each line item is addressed prior to delivery of the new aircraft. A new helicopter hangar is scheduled to be built at NAS Whiting Field, but not until 2026, so a temporary TH-73 hangar facility was required. The temporary hangar facility is located west of the current TH-57 hangar and is scheduled to be completed the first week of March, matching up with the first TH-73 delivery. N4 Det. Whiting Field participated in all planning aspects of the permanent and temporary facilities to ensure both facilities met the technical needs of the new aircraft and maintenance requirements to house the contractor workforce and required support equipment. Besides facilities, ensuring that Det. Whiting Field personnel were technically competent on the new platform is a high priority. Recently, Det. Whiting Field sent two Quality Assurance Specialists (Spencer Pickrell and Jamie Garrison) to Leonardo's TH-73 production facility in Philadelphia to receive a month long, in depth training into the new helicopter's systems and operations. This training will allow Det. Whiting personnel to provide better contractor oversight and be able to communicate with Leonardo representatives on a technical level.

Many challenges are presented when a new aircraft is introduced and some will be unforeseen, but by communicating and using forward thinking techniques, the new AHTS platform will have the required equipment and assets in place to provide support needed to meet the critical mission of training America's future rotary wing warfighters.



MILTON, Fla. Jamie Garrison (left) and Spencer Pickrell (right) review the TH-73 maintenance training manual. *U.S. Navy photos by Lt. Aaron Gaither.*

MILTON, Fla. The TH-73 temporary maintenance hangar under construction in January 2021.


BLACK HISTORY MONTH
HONORING THE PAST, SECURING THE FUTURE!
THE UNITED STATES OF AMERICA
WORLD WAR II 75TH COMMEMORATION
DEOMI'S WORLD WAR II SERIES

CNATRA Aerospace Experimental Psychologist earns Sonny Carter Memorial Award for excellence in aeromedical science

By Anne Owens

CORPUS CHRISTI, Texas -- The Society of United States Naval Flight Surgeons (SUSNFS) named Chief of Naval Air Training's Aerospace Experimental Psychologist (AEP) as this year's recipient of the Capt. Sonny Carter Memorial Award.

Chief of Naval Air Training Rear Adm. Robert Westendorff presented the award to Lt. Michael Natali, PhD during a small ceremony at the command, Jan. 13.

The award is given to the Medical Corps or Medical Service Corps officer who has made the most significant contribution toward promoting communication and teamwork among the aeromedical communities and for superior performance in advancing the frontiers of aeromedical science for the U.S Navy. SUSNFS selected Natali based on his operational medical support, leadership, professionalism, and cooperation across the aeromedical community.

Natali is responsible for the administration, evaluation and development of undergraduate instructor pilot, naval aviator, naval flight officer, and enlisted aircrewmen training for Navy, Marine Corps, Air Force, Coast Guard and selected international military partners.

"Lt. Natali's aeromedical expertise has been an invaluable component of Naval Air Training's modern requirements," CNATRA Assistant Chief of Staff for Training Capt. Kevin Delano said. "His vision for the future of our profession is transformational and helped us modernize aviation training in a safe, effective way. His work ensures we continue to bring the best of the best into all training pipelines."

CNATRA's most recent training advancement is Naval Aviation Training Next (NATN), a cross-functional team in which Natali serves as lead scientist. His efforts examine various disciplines spanning from incorporation of emerging technology, including virtual reality, to a focus on the individual learner and optimizing their individual learning experience.

CORPUS CHRISTI, Texas CNATRA Rear Adm. Robert Westendorff, right, presents Lt. Michael Natali with the 2020 Capt. Sonny Carter Memorial Award, Jan. 13. *U.S. Navy photo by Anne Owens.*

As part of a team of six scientists, Natali led evaluation, data collection, and focus groups with civilian engineers and military instructor pilots and students to identify gaps in virtual training capabilities and areas where improvements would be most beneficial. Additionally, he analyzed more than 1,000 student training records to identify optimal advanced training aircraft assignment with the goal of reducing attrition and improving student performance.

"It's a great honor to be recognized by the Aeromedical community with the 2020 Sonny Carter Memorial Award," Natali said. "I have been fortunate to serve at a command at the forefront of re-engineering aviation training and it has been extremely exciting to be able to conduct and implement the innovative research to support these efforts. I hope my hard work and naval career is able to match the standard set by the award's namesake, and I can continue contributing to the culture of excellence and camaraderie that make the aviation community great."

In addition to his regular duties, Natali was hand-selected to serve in numerous capacities including: evaluation and research for Navy Personnel Command; serving as a member of the Simulation Sub-committee as part of the Interservice/Industry Training, Simulation and Education Conference; as Department of Defense Human Factors Engineering Personnel Selection and Classification co-chair; and as a member of the Medical Service Corps High Reliability Organization Strategic Goal Group.

The Sonny Carter Memorial Award was instituted in 1993 in memory of Capt. Manley Lanier "Sonny" Carter Jr. who passed away in 1992. Carter was a naval officer, naval aviator, flight surgeon, and a member of the Astronaut Corps. He was respected for his technical abilities, energy, and dedication to his profession, and probably most of all, for his ability to inspire others. The Sonny Carter Award recipient is judged not only on accomplishments in the last year but also on a career history of aeromedical community involvement. Criteria for selection include: resourcefulness and dedication in promoting and accomplishing operational medical support; demonstrated leadership in forming and promoting teamwork among the various aeromedical specialties; demonstrated professionalism, integrity, unselfishness and respect for all aeromedical communities; demonstrated communication skills, and embodiment of the spirit of cooperation.

RECOGNIZING EXCELLENCE

Civilian and Senior Civilian of the Quarter Program

2020 4th Quarter
Civilian of the Quarter
Bernard "Rob" Suyat

(N6 Det Whiting Field)

For professional achievement in the superior performance of his duties while serving as Computer Support Assistant, onboard Naval Air Station Whiting Field, culminating in his selection as the Chief of Naval Air Training Civilian of Quarter, Fourth Quarter Calendar Year 2020. Mr. Suyat was dedicated to his duties, the command, guiding principles of the United States Navy, and the development of the future of Naval Aviation. Mr. Suyat was responsible for providing direct support to personnel assigned to the Training Air Wing FIVE Aviation Mishap Board by establishing complete interoperability of applicable Information Technology resources that enhanced the initial data gathering efforts and subsequently provided a final solution for the consolidation of all data. His expertise in configuring mobile devices and knowledge of networking Information Technology resources produced not only a short-term solution, but provided a long-lasting positive effect that will enhance future Information Technological capabilities. Additionally, Mr. Suyat provided outstanding support in the configuration and timely deployment of over 40 new Verizon iPhone mobile devices during the transition from AT&T to Verizon. Operating under a vendor-imposed time constraint, he created a technical solution that expedited the deployment of the newly acquired devices, ensuring no loss of service or mission impact. Mr. Suyats exceptional professionalism, personal initiative, and dedication to duty reflected credit upon himself and were in keeping with the highest traditions of the United States Naval Service.

2020 4th Quarter
Senior Civilian of the Quarter
Esmeralda Gutierrez

(N6)

For professional achievement in the superior performance of her duties while serving as Information Systems Technician Enterprise Configuration and Life Cycle Management Supervisor, culminating in her selection as the Chief of Naval Air Training Senior Civilian of the Quarter, Fourth Quarter Calendar Year 2020. Ms. Gutierrez was dedicated to her duties, the command, guiding principles of the United States Navy, and the development of the future of Naval Aviation. Ms. Gutierrez was responsible for managing the procurement process of more than 30 Information Technology Purchase Request in excess of 9 Million dollars via the Navy Information Technology Approval System. Her direct and hands-on approach ensured preparation and submittal of all applicable documentation required to establish complete contract packages that included statement of objectives, market research, independent government cost estimates, and necessary approvals from Higher Headquarters for applicable Information Technology purchase request. Additionally, Ms. Gutierrez was responsible for overseeing the complete "Wall-to-Wall" inventory of 6,500 CNATRA Information Technology assets for compliance with Commander, Pacific Fleet directives and entry into the SharePoint Regional Inventory Tracking Essentials (SPRITE) system. Ms. Gutierrez's exceptional professionalism, personal initiative, and dedication to duty reflected credit upon herself and were in keeping with the highest traditions of the United States Naval Service.

Length of Service Awardees

(September to December 2020)

Name	*Years*	*Dept.*
ARREDONDO, ERIC	5	N6
FLOYD, ANTHONY	5	N6
ARVIZO, IAN	5	N7
REICK, NYDIA	10	N1
LUND, TERRI	10	N3
MENDEZ, CONSUELO	10	N4
MCGILL, TONYA	10	N4
PENA, ELIZA	10	N4
DUNNAHOO, MICHAEL	10	N6
LANK, BRENDAN	10	N6
AGUILAR, ELIZABETH	10	N7
BAUGH, LAURA	10	N7
GILMORE, BRANDY	10	N7
HAHNERT, ANGELITA	10	N7
JOHNSON, MARIA-VICTORIA C	10	N8
FELTS, JAMES	15	N6
BROWN, JESSIE	25	N6
ESPOSITO, MARK	30	N4
SCHULZ, DUANE	30	N7
TIJERINA, MARIO	30	SAFETY
GERBERDING, ROBERT	35	N3
CASTILLO, RAMIRO	35	N4
REUTER, RONALD	35	N4
CYR, DANIEL	35	N6
WALLACE, JUSTIN	40	N3
SCHULTZ, JOHN	45	N4

19th Air Force Commander Experiences Project Avenger During TRAWING 4 Visit

CORPUS CHRISTI, Texas Air Force Maj. Gen. Craig D. Wills, Commander, 19th Air Force, Joint Base San Antonio-Randolph, Texas, experiences a T-6B Texan II full visual dome flight simulator, part of Chief of Naval Air Training's Naval Aviation Training Next (NATN) - Project Avenger program, during a site visit, Jan 12. The Air Force and Navy have a longstanding partnership and together are engaged in advancing technology and innovative methodologies to improve aviation training across both service branches and the Department of Defense.

U.S. Navy photos by Anne Owens

Scammers Are Sending Fake Job Offers on LinkedIn

Scammers are sending fake job offers to people on LinkedIn, impersonating real HR employees in an attempt to lure victims to share banking information. In December, videographer Luigi Benvisto received two unsolicited messages on LinkedIn from recruiters claiming to work for Decathlon, a sports store, and DB Schenker, a logistics company. "We think you have terrific experience as a Video Editor. I would love to invite you to interview with us," read a message from someone purporting to work for DB Schekner.

Once Benvisto followed up, the recruiter sent him a PDF with the job description. Oddly, the document asked him to visit a portal and register a "valid bank account for payroll functions." Similarly, another recruiter purporting to work for Decathlon approached him and sent him a PDF that used the same language about registering with a "valid bank account for payroll functions."

"It is a well-made scam, but I reached out to the HR people on LinkedIn to double check because my guts were saying that something was wrong," Benvisto said. He was suspicious, so he searched for the names of the alleged employees and found them on LinkedIn. He messaged them and both of them confirmed that they did not in fact reach out to offer him a job. "Please be careful and do not trust these people," the real DB Schenker employee told Benvisto, according to a transcript of their conversation shared by Benvisto.

A LinkedIn spokesperson said that "fake jobs or fake profiles are a violation of our terms of service. Our teams use multiple automated techniques, coupled with human reviews and member reporting to take swift action to remove fake jobs and companies, as well as prevent them from being created. You can see the latest on our work in this area in our Transparency Report."

"If members do suspect a company or job on LinkedIn is fake, they can easily report it by contacting us and we will move quickly to investigate," the spokesperson said.

Since the job market keeps struggling because of COVID-19 and unemployment claims continue to go up, this presents a good opportunity for scammers to exploit people who are out of a job – thought it underlines how ruthless fraudsters can be. Nidhi Razdan, a well-known TV journalist in India, revealed that someone impersonated Harvard University representatives and offered her a job as an Associate Professor of Journalism. Months after accepting the fraudulent job offer, she reached out to Harvard University authorities and realized the job offer never actually existed.

Scammers are everywhere, but there have not been many examples of LinkedIn frauds, at least not sophisticated enough to impersonate real employees. As usual, be wary of unsolicited messages and do not share any personal or financial information unless you are sure you are talking to the right person.

Trading Scammers Lure Love-Struck Victims via Dating Apps

The International Criminal Police Organization (Interpol) warns of fraudsters targeting dating app users and attempting to trick them into investing through fake trading apps. The warning was issued to all 194 member states as a Purple Notice after Interpol's Financial Crimes Unit has received reports of people around the world falling victim to this scam. Such fraud attempts have become increasingly easier to pull off since a lot of people have switched to online dating and interactions since the start of the COVID-19 pandemic.

Victims tricked into installing fake trading apps

"The threat involves taking advantage of people's vulnerabilities as they look for potential matches, and luring them into a sophisticated fraud scheme," Interpol said. "In the initial stages, an artificial romance is established via a dating app. Once communication becomes regular and a certain level of trust is established, criminals share investment tips with their victims and encourage them to join a scheme." The victims are then encouraged by the scammers to download and open an account on a trading app so that they can reach Gold or VIP status after working their way up "the investment chain." Fraudsters

coordinating this scheme also act as customer service agents for the fake investment platform "helping" victims to choose products available through sites using domains very similar to legitimate platforms. "One day, however, all contact stops and victims are locked out of the account," the Interpol added. "They're left confused, hurt, and worried that they'll never see their money again."

How to protect yourself from fraud attempts

To avoid losing their money after being targeted by these ongoing fraud schemes, Interpol urges dating app users to be vigilant while using dating platforms and to be skeptical when entering online relationships. Interpol also shared a number of tips that should help dating platform users defend against financial fraud attempts:

• Always be vigilant when you are approached by someone you do not know, especially if it leads to a request for money
• Be skeptical: online investments with promises of fast, amazing returns are often too good to be true
• Think twice before transferring money, however genuine the request might seem
• Do your research: check reviews, double-check the app, the domain name, the email address
• Don't disclose personal/confidential information
• If you realize you've been the victim of a fraud, report it.

Last year, Interpol also advised victims of online financial scams to immediately take action to intercept the funds before their money reaches the scammers' accounts. This is possible because the victims' bank can request payment cancellation by contacting the fraudsters' bank so that the transaction can be blocked and the money refunded as long as they weren't withdrawn by the scammers.

"Many people think that there is nothing that can be done once a victim's money is transferred abroad but there are systems in place to recall fraudulent transactions," Tomonobu Kaya, Interpol Financial Crimes Coordinator, said at the time. "There are systems in place and people to help intercept fraudulent transactions. The key is to call your bank, call the police and – most importantly – act quickly. When it comes to combating online scams and other types of fraud, there is no time to waste."

Romance scams targeting U.S. citizens

The Federal Bureau of Investigation (FBI) also warned of the danger behind online romance scams which can lead to large financial losses and in some cases, disastrous emotional scars. The 2019 Internet Crime Report published by FBI's Internet Crime Complaint Center (IC3) says the losses associated with almost 20,000 romance scam complaints exceeded $475 million in 2019. The FBI says that romance scam victims might also be recruited as money mules and persuaded to transfer money illegally on the fraudsters' behalf. The U.S. Department of Justice's website lists hundreds of cases where scammers were either indicted or found guilty of running large-scale romance scam fraud schemes targeting U.S. citizens.

NMCI troubleshooting

NMCI troubleshooting works through trouble tickets. There are 3 ways to submit a ticket:

• Call 1-866-THE-NMCI (843-6624)
• Email ServiceDesk_Navy@navy.mil
• Go to https://servman/sm/ess.do Once you are at the website, click "Submit an Interaction" under "Miscellaneous" on the left column.

NMCI prioritizes work efforts based on trouble-tickets - if there are multiple users having NMCI network issues please have all parties involved submit a ticket. The more tickets NMCI receives, the more attention is given to the problem.

Training Air Wing 2 Reserve Component Holds Change of Command Ceremony

From CNATRA Public Affairs

KINGSVILLE, Texas - Training Wing 2 (TW-2) Reserve Component held a change-of-command ceremony aboard Naval Air Station Kingsville, Dec. 11.

Cmdr. Stuart A. "Stu" Ashton III relieved Capt. David W. "Aubie" Reynolds as commanding officer.

Chief of Naval Air Training (CNATRA) Reserve Component Commander Capt. Rigel "Pep" Pirrone presided over the virtual ceremony. He praised Reynolds for his steadfast leadership including meeting the challenges of operating through the COVID-19 pandemic.

"This is the second tour in CNATRA that I've had the pleasure of serving alongside Capt. Reynolds," Pirrone said. "He has been a friend and mentor stretching back two decades now, and I truly believe you won't find a more caring and compassionate leader in our enterprise. His advocacy for Active-Reserve integration and support of Wing 2's mission will have lasting positive effects on the readiness of the fleet for years to come."

KINGSVILLE, Texas Capt. David W. "Aubie" Reynolds, left, relinquishes command of Training Air Wing 2 Reserve Component to Cmdr. Stuart A. "Stu" Ashton III during a small ceremony at Naval Air Station Kingsville Dec. 11. *U.S. Navy photo by Lt. Cmdr. Nick Selk.*

Reynolds spoke of his time at the helm.

"My time serving as Reserve Component commander has been a sincere honor," Reynolds said. "I have worked with elite professionals who are essential to training and developing the future of Strike Naval Aviation. My appreciation goes out to the hard working instructor pilots that make up our Reserve Component."

Ashton is a native of Leonardtown, Maryland, and received his Wings of Gold in 2003. He previously served as an instructor pilot at Carrier Airborne Early Warning Squadron (VAW) 120 and a department head at Training Squadron (VT) 22. He has completed two combat deployments with VAW-126 flying the E-2C Hawkeye and Strike Fighter Squadron (VFA) 27 flying the F/A-18E Super Hornet. Most recently he commanded VT-22 Squadron Augment Unit out of NAS Kingsville. He has accumulated more than 3,000 flight hours and over 400 arrested landings.

"We will continue to leverage the extraordinary talent of the men and women who have chosen to continue serving our nation after leaving active duty," Ashton said. "Our Reservists combine extensive military and civilian leadership experience and serve as ideal instructors and mentors for the next generation of warfighters. I could not be more proud to lead this team."

TW-2 trains the world's finest combat quality carrier 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.

KINGSVILLE, Texas A T-45C Goshawk sits on the Training Air Wing 2 flight line at Naval Air Station Kingsville, Feb. 2.

MILTON, Fla. Lt. Kaminky and 2nd Lt. Sage, assigned to VT-2, preflight a T-6B Texan II aircraft prior to their Aerobatics flight.

MILTON, Fla. Lt. j.g. Morgan, assigned to HT-28, describes airspace dimensions, cloud clearances, and required radio equipment during his airspace brief, Feb. 2.

N7/Training News

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

From the ACOS

Happy New Year from N7. 2021 is already shaping up to be a significant year in the Training Command. We have restarted the Standardization & Safety Inspections. The transition from the TIMS Training and Learning Management System is well underway. We have transitioned TRAWING's ONE & TWO, and TRAWING SIX is in progress as we draft this input. We also expect the Avenger Project to start graduating students next month. Avenger promises to revolutionize our training methodology, mastery learning of a suite of competencies rather than a linear, stair-step approach. All of this is being done during a Pandemic. I can't say how impressed I am with the Instructors, the Students, the Civil Servants, and our Contractor partners for their can-do attitudes. These are exciting times and I look forward to seeing what we can accomplish together in 2021. FDR sends.

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.

Master Curriculum Guides

CNATRA Master Curriculum Guides (MCG) outline the means for providing standardized instruction to students in a specific NATRACOM flight training phase.

The MCG contains a list of stages with guidelines explaining the sequence of instruction, scheduling, standardization, administration, training forms, jacket reviews, flight/simulator interchangeability, attrition process, performance measurement, and required standards. Additionally, the MCG addresses brief/debrief time, solo restrictions (if applicable), warm-up policy, flight waivers, accelerated progression, incomplete events, weather/safety pilots (if applicable), emergency procedures, training and grading definitions, academic periods, and flight support periods. MCG stages are divided into blocks, which consist of events (ground training, flight support, simulator, or flight). Simulator and flight events are further subdivided into tasks/items which specify the training to be conducted for the training period. Ground Training and Flight Support events are not subdivided but stand alone, identifying the specific training to be conducted. All events are arranged in a logical sequence for instruction, with the interdependencies and prerequisites shown in a Course Flow diagram and detailed in the block descriptions. Tasks/items are graded via the Course Training Standards (CTS) in the MCG, which define the level of proficiency required.

MCG Outline. Student MCGs are built with a common set of sections and chapters; Chapters 2 through 8 normally correspond to a formal stage of training. The intent is to have only these sections and chapters, and that any event should fit into one of them. Exceptions where multiple stages are included within chapters or extra chapters are added shall be reviewed by CNATRA N7 and approved only if absolutely necessary. Details, examples, and formatting directions are provided in Appendices F and G. While the titles of chapters shall be
maintained as specified, general descriptions regarding chapter content are provided as guidance only, and it is ultimately a decision for the MCG developer based on the logical divisions and sequencing of events in a particular curriculum.

- Summary of Changes
- Course Data
- Abbreviations
- Glossary
- Chapter 1: General Instructions. Much of the material in this chapter is derived or copied from the Naval Flight Student Training Administration (TA) Manual.
- Chapter 2: Ground Training. Administrative, operational, and academic classes that prepare the foundation for flight (e.g., safety, weather, communication, crew resource management, and aircraft systems). Other lessons outside the classroom such as facility tours, seat briefs, and aircraft walk-arounds may also be included.
- Chapter 3: NATOPS Training. This chapter only applies to IUT curricula.
- Chapter 4: Contact Training. Day and night familiarization, VFR flight, aerobatic maneuvers, out-of-control flight procedures, and landing patterns are examples of common topics.
- Chapter 5: Instrument Training. The focus of this chapter is how to interpret aircraft instruments for use in controlling

the aircraft, monitoring aircraft systems, and basic airways navigation.
• Chapter 6: Navigation Training. In general, any type of navigation that does not rely primarily on instruments can be covered in this chapter. Operational examples include low levels and overwater navigation.
• Chapter 7: Formation Training.
• Chapter 8: Tactical Training. This chapter consists of tactical applications of naval aircraft, including weapons, carrier operations, and maneuvering.
• Chapter 9: Course Training Standards.
• Chapter 10: Master Materials Forms.

The MCG contain all of the relevant data for a particular phase of training, for example, the programmed times for each phase, state, and media as shown below.

Fundamentals of Learning: Cognitive Overload
The scientific definition: Cognitive Overload

Marie Lacroix defines a mental burden, or a cognitive load, as "the cost of processing information in most given circumstances for an individual". Contrary to popular belief, cognitive load is normal; it occurs as soon as you engage your cognitive abilities and it is not actually a bad thing in itself. It is regular cognitive overload that can be bad for you. This means, during the course of a day, trying to grasp more information than your working memory can handle. Often called short-term memory, its storage is limited to roughly 10 pieces of information that can be held for a short period of time (typically a few seconds). To understand its capacity, Lacroix suggests solving the following sums using mental arithmetic: 2 x 2 + 1 and then 22 x 15 + 3. "It is clear that the amount of mental effort required, and the resulting cognitive load, is larger for the second calculation," she says. If cognitive load is a natural phenomenon—it takes place from the moment we engage our brains—cognitive overload, especially on a professional level, takes place when things get excessive. Lacroix recommends analyzing three major factors to identify and manage cognitive overload:

1. The nature of the task and/or your level of expertise with respect to the information provided.

"Cognitive overload generally occurs when a task is too complex, either because the information itself is too difficult to process, or because we do not have the knowledge or the know-how to process it. This is especially true when we are new to a task or in the learning phase."

2. The physical or digital work environment:
"An overload can also happen when there is too much information to take into consideration, even if each individual piece is not that complex in itself. That is why overstretching yourself, or a set-up that requires doing several things at the same time, can overwhelm people." For example, a work environment that is too stimulating—constant noise, conversations, telephone calls, streaming, and so on—such as an open-plan office, can interfere with our cognitive balance.

3. Our emotional and physical well-being:
"Additionally, our internal state—especially our tiredness levels, stress, or a lack of motivation—can increase the amount of effort required to solve a task. After a bad night's sleep, you can really see and feel how difficult it can be to carry out a task that you normally do efficiently."

4. The collateral damage.
What really happens when our brains go into overload? "In the brain, the overload state is associated with a change in activity in the prefrontal cortex, from where the working memory and the so-called executive functions are carried out. It's basically the control tower of our brain," explains Lacroix. "In cognitive overload, we increase our chances of making errors and of having memory problems, plus it can reduce our ability to plan, to deal with our emotions, and so on. Signs of a cognitive overload include making mistakes, having to start thought processes over and over again, not paying attention to others, or regularly forgetting important things." Cognitive overload can therefore directly and indirectly reduce general well-being and performance at work.

Electronic Flight Bag (EFB)

While not unique to CNATRA's Naval Aviation Training Next (NATN) the Electronic Flight Bag is integral to how we will train in NATN. What is an Electronic flight Bag?

• An Electronic Flight Bag or EFB, refers to any onboard computerized device used to perform functions such as viewing publications, displaying approach plates or calculating

weight and balance. EFBs have been used for some time within several airlines and other MAJCOMS.

• An Electronic Training Device or ETD, has the same capabilities and functions as an EFB, except that it is not used in flight. Future discussion in this training may use the terms interchangeably.

EFBs are categorized into three classes depending upon functionality and installation characteristics.
• Class 3 EFBs are specifically designed to serve their intended purpose as a fixed aircraft component. They are permanently installed in the aircraft and may interface with other aircraft systems.
• Class 2 EFBs are typically attached or secured to the aircraft by a permanently installed mounting device, and may be connected to a data source, a hard-wired power source, or an installed antenna.
• Class 1 EFBs are portable, commercial off-the-shelf devices that may be temporarily attached to the aircraft structure by a removable mounting device.

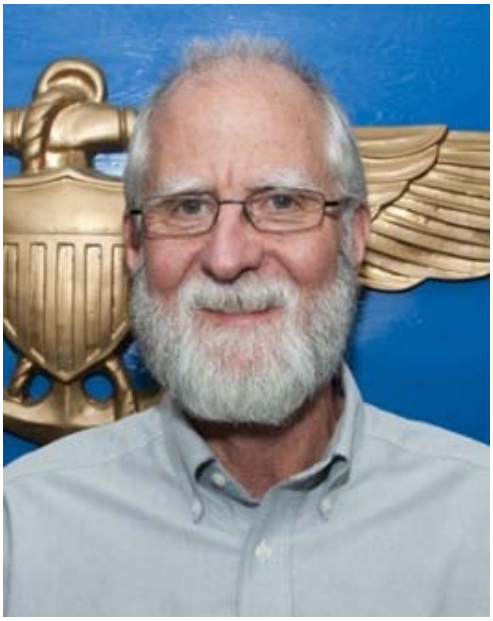
Crewmembers are authorized to use the EFB to:
• View digital copies of Technical Orders, AFI's and other approved documents on the ground and in-flight.
• View FLIP using the authorized flying apps.
• Any documents labeled "for reference use only" should not be used as the primary source of information in-flight.

Crewmembers are NOT authorized to use EFBs to:
• Connect the device to any NIPR computer or any computer connected to a DoD network.
• Connect the device to a personal use computer
• Install/Use apps not approved by CNATRA/DoD to Jailbreak your iPad.
• Remove, alter, edit, or attempt to change the CNATRA EFB Configuration Profile.

N7/ FAREWELL *Fair Winds & Following Seas*

Lt. Michael "Tinder" Natali, N7P served as the Aerospace Experimental Psychologist for CNATRA from June 2018 to December 2020. His dynamic leadership and technical expertise have been critical for training improvement and modernization across the Naval Air Training Command (NATRACOM) enterprise. He received a Navy Commendation Medal presented by the Chief of Naval Air Training for his accomplishments. In addition to his significant contributions, he was also the Mess Treasurer for the Wardroom and organized all of the hail and farewell events for the command. He has touched each and every one of his teammates. We will all miss him, although it is reassuring that he will still be working on our behalf at NAWCTSD. Fair Winds and Following Seas Shipmate!

Mr. Charlie Simons, Retiree. Charlie started working at the Training Support Center in Kingsville, Texas, as a graphic artist in 1991, and joined the CNATRA Staff in 2002. He retired in December 2020 and we understand he will be enjoying the good life in the hill country. Bon Voyage Charlie!



WELCOME ABOARD!

Lt. Todd Seech, N7P
Aerospace Experimental Psychologist
Lt. Todd Seech reported to NAS Corpus Christi December 2020 and serves as the CNATRA Aerospace Experimental Psychologist. At CNATRA, Seech leads projects to improve Naval Aviation training and acts as the primary scientific advisor to the command. Current work focuses on improving student performance metrics and prediction, integrating virtual and augmented reality technology into flight training, and evaluating and updating training curricula. In recognition of his contributions to fleet modernization, readiness, and safety, Seech was named the 2020 Officer of the Year for the Aerospace Experimental Psychologist specialty.

From 2018-2020, Seech served as the director of research for Department of Behavioral Sciences and Leadership, United States Air Force Academy. There, he oversaw all departmental research activities, including research on virtual reality and artificial intelligence-enhanced flight training. Based on his research contributions to military aviation, he was awarded the Academy's highest research award, the 2019 Robert F. McDermott Award for Research Excellence.

From 2015-2018, Seech served as the deputy department head for the Acceleration and Altitude Effects Department of Naval Medical Research Unit Dayton. At this post, Seech served as principal investigator on several large, multi-site research projects and founded the Navy's first Aerospace Neurophysiology Laboratory. In this position, he and his team developed new methods of predicting and assessing in-flight Physiological Episodes in Naval Aircrew.

Seech earned his PhD in Neuropsychology from the University of California San Francisco and Alliant University in June 2013. Subsequently, he completed his Residency in Military Psychology at University of Texas Health Science Center San Antonio and his Fellowship in Cognitive Neuroscience at University of California San Diego. Throughout his education, Seech focused on new approaches to cognitive training that integrated real-time neuroimaging and neurofeedback.

Seech received his commission as a lieutenant in the U.S. Navy Medical Service Corps in October 2014 and received his Aerospace Experimental Psychology "Wings of Gold" in July 2015. He is a graduate of the School of Aviation Safety's Aeromedical Safety Officer course, has completed Joint Medical Executive Skills Certification, was awarded Science and Technology Program Manager Acquisitions Level I Training, and has authored or presented over 50 works in scientific journals, edited books, and conference proceedings.

CHALLENGE ACCEPTED!

Congratulations to N7 Team members Leslie Apostol (10% total weight loss) and Philip Stewart (21% total weight loss) for winning the CNATRA MWR Weight Loss Challenge.

READY NAVY

✓BE INFORMED ✓MAKE A PLAN ✓BUILD A KIT

Sheltering-in-Place
at a Navy Installation

Preparedness Empowers You

It saves lives, property, and time.

Emergencies happen, often with little or no notice. By taking action beforehand you can be prepared for any emergency.

Be Ready Navy!
I am. Are you?

It is your responsibility to understand the mass warning system at your installation and, when notified, be prepared for the following:

- Evacuation—Noncombatant Evacuation Operations (NEO)
- Moving to designated safe haven
- Moving to civilian shelter
- **Temporarily sheltering-in-place**

In the event of an emergency, Navy Regional and iInstallation emergency management organizations have plans and procedures to direct personnel to evacuate or take some form of shelter. For nonessential and nonemergency personnel, the preference is generally evacuation. In specific instances, evacuation or moving to a civilian shelter or designated place is more dangerous than remaining where you are, such as with short- or no-notice emergencies, including hazardous materials events. In these instances, you may be directed to shelter-in-place.

Sheltering-in-place means to take temporary protection in a structure or vehicle—typically your workplace or residence.

Installation procedures designate which responsible party or office will order personnel to shelter-in-place and for how long the order is expected to be in effect. Each Installation is responsible for developing Shelter-in-Place Management Teams in designated high-risk or high-occupancy buildings or areas. You should plan ahead by having an emergency supply kit with needed food and supplies in the locations you spend most of your time.

How to Prepare

1. Be **informed**. Know how to turn off your heating, ventilation, and air conditioning (HVAC) systems without damaging the components.
2. Navy personnel with NMCI or OneNet access must self-register all home phones, cellular phones, and email addresses, etc. in the Wide Area Alert Network (WAAN) to receive notificationswherever they are.
3. Know how to close and secure doors, windows, vents, and other exterior openings quickly.
4. Identify potential interior space for sheltering-in-place.
5. Make family **emergency plan**, including an emergency communication plan, to cope with possible separation of family members.
6. Build and have an **emergency kit** ready.

CNIC
FLEET • FIGHTER • FAMILY

Lockdown

Preparedness Empowers You

It saves lives, property, and time.

Emergencies happen, often with little or no notice. By taking action beforehand you can be prepared for any emergency.

Be Ready Navy!
I am. Are you?

During some emergencies, it may become necessary to "Lockdown" a building or buildings on an Installation to protect lives and minimize the overall exposure to danger.

A Lockdown, similar to Shelter-in-Place (SIP), is a temporary sheltering technique utilized to limit exposure to a threat, usually an Anti-Terrorism Force Protection (ATFP) incident, i.e. an Active Shooter incident. It is the immediate movement or removal of all personnel from the outside to inside structures. When alerted, occupants of any building within the subject area will lock all doors and windows, barring entry or exit to anyone until the "all clear" has been sounded. This procedure converts any building into a large "Safe Room." A Lockdown can last from a few minutes to several hours, depending on the situation.

How to Prepare

Be Informed

- Learn the emergency and lockdown procedures for the buildings in which you work and visit regularly.
- Understand how lockdown procedures are initiated and alerts are broadcast.
- Take steps to register your work and personal contact information in the Wide Area Alert Network (WAAN) so that you may receive emergency alerts by text or email.
- Educate yourself about how to prepare for and what to do during an Active Shooter incident.
- Know who to notify and what you should do if loud "pops" are heard and gunfire is suspected.
- Ensure that multiple people are trained to initiate and broadcast a Lockdown from a secure location.

Make a Plan

- Determine where you would seek refuge during a Lockdown.
- Create a Lockdown plan that includes a plan for non-verbal communication with emergency personnel, your chain of command, and loved ones.
- Make a contact card with important numbers and email addresses.
- Practice Lockdown procedures and reassess and modify your plan if any issues arise.

Build and Store a Portable Kit

- Build a small portable emergency supply kit that can be kept at your office.
- Include water, comfortable low-heeled shoes, granola bars or other non-perishable food, your emergency plan and contact card, and any medications you may need.

EL CENTRO, Calif. Blue Angel #5 solo pilot Cmdr. Ben Walborn, assigned to the U.S. Navy Flight Demonstration Squadron, the Blue Angels, flies an F/A-18E Super Hornet during winter at Naval Air Facility El Centro. The 2021 show season will be the Blue Angels' first year flying the Super Hornet platform as well as the 75th anniversary of the team. *U.S. Navy photo by Mass Communication Specialist 2nd Class Cody Hendrix.*

Ombudsman Note

There are many ways to maintain mental health in trying times. Please know these services and more are available to you and your families to maximize resilience.

MilitaryOneSource, available 24-7 at (800) 342-9647, offers a wealth of information, including these wellness apps:
https://www.militaryonesource.mil/health-wellness/recommended-wellness-apps/

For example:

1) COVID Coach

The COVID Coach app was created for everyone, including veterans and service members, to support self-care and overall mental health during the COVID-19 pandemic.

2) Virtual Hope Box

Contains simple tools to help users with coping, relaxation, distraction and positive thinking using personalized audio, video, pictures, games, mindfulness exercises, activity planning, inspirational quotes and coping statements.

Available on iOS and Android

Download on the App Store

For individuals with access to TriCare benefits:
https://tricare.mil/CoveredServices/BenefitUpdates/Archives/04_23_2020_TRICARE_offers_telehealth_services_for_mental_health_care

Telehealth options include:
- Telemental health services, including individual psychotherapy, crisis management, family therapy, or group therapy
- Medication assisted treatment (only available during the coronavirus pandemic)
- Opioid treatment programs (only available during the coronavirus pandemic)
- Intensive outpatient programs (only available during the coronavirus pandemic), which include medication management, case management, recreational therapy, occupational therapy, and discharge planning

The Navy and Marine Corps Public Health Center Promotion and Wellness Department offers a relaxation toolkit, with a multitude of techniques for relaxation and stress management. Topics include progressive muscle relaxation, breathing, music, mindfulness and sleep aid.

https://www.med.navy.mil/sites/nmcphc/health-promotion/psychological-emotional-wellbeing/relax-relax/pages/index.html

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