

# CNATRA

## HQ COMMUNICATOR

MARCH 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](http://www.cnatra.navy.mil) and click on "Contact" then "Contact Us" to find a link to the suggestion box.
3. Use the link on the SharePoint portal.
4. Use the suggestion box at the quarterdeck.

## /ON THE COVER

**PENSACOLA, Fla.** Cmdr. Eric Reeves (blue aircraft) relinquishes command of the "Sabrehawks" of Training Squadron (VT) 86 to Cmdr. George Zintak during an aerial change of command ceremony above Pensacola, Fla., Feb. 4. *U.S. Navy photo by Capt. Scott Janik.*

## / COMMAND INFO

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## /MARCH IN NAVAL AVIATION HISTORY

**March 2, 1973:** The first four female U.S. Navy pilots begin training. The women are: Lt. j.g. Barbara A. Allen; Lt. j.g. Judith A. Neuffer; Ensign Jane M. Skiles and Ensign Kathleen L. McNary.

**March 3, 1969:** Initially attached to Fighter Squadron (VF) 121 and operated out of a trailer, the Navy's Fighter Weapons School, also known as "TOP GUN," is established.

**March 4, 1963:** U.S. Navy C-130 Hercules aircraft complete a 12-day rescue operation of a critically-ill Danish seaman from a Danish freighter off the coast of Antarctic.

**March 7, 1956:** The fleet assignment of the all-weather fighter, F3H-2N Demon, begins with the delivery of six to VF-14 at Naval Air Station Cecil Field, Fla.

**March 9, 1919:** The first flight from a battleship platform is made by Lt. Cmdr. Edward O. McDonnell in a Sopwith Camel from turret No. 2 of USS Texas (BB 35) while anchored at Guantanamo Bay, Cuba.

**March 12, 1956:** The first missile firing aircraft squadron, Attack Squadron 83, is deployed overseas aboard USS Intrepid (CVA 11).

**March 14, 1929:** During the Elba, Ala., flooding, Navy planes from Naval Air Station Pensacola, Fla., make 113 flights carrying relief supplies and conducting rescues to flooded towns in southern Alabama and western Florida.

**March 15, 1957:** A ZPG-2 airship driven by Cmdr. Jack R. Hunt lands at Naval Air Station Key West, Fla., after a flight that began March 4 at South Weymouth, Mass., then circled over the Atlantic Ocean toward Portugal, the African coast and back for a new world record in distance and endurance, covering 9,448 statute miles and remaining airborne 264 hours 12 minutes without refueling.

**March 16, 1966:** Gemini 8 launches. Former naval aviator Neil Armstrong and Air Force Maj. David R. Scott are on this mission that completes seven orbits in 10 hours and 41 minutes at an altitude of 161.3 nautical miles.

**March 19, 1924:** Curtis D. Wilbur takes office as the 43rd Secretary of the Navy, where he gains his greatest achievements in enlarging and modernizing the fleet, and establishing a naval air force that would become an overwhelming force during World War II.

**March 21, 1957:** An A3D-1 Skywarrior aircraft piloted by Cmdr. Dale W. Cox, Jr., breaks two transcontinental records, one for the Los Angeles to New York flight in nine hours and 21 minutes, 35.4 seconds and the other for the return back east to west flight in five hours and 13 minutes, 49 seconds.

**March 22, 1915:** "Naval Aviator" replaces the title "Navy Air Pilot" for officers who become qualified as aviators.

**March 29, 1985:** The Navy awards a contract to the McDonnell Douglas Corporation for development of night attack capabilities for the F/A-18 Hornet aircraft.

**March 31, 1993:** Two 2 EP-3E aircraft, from Fleet Air Reconnaissance Squadron 2 (VQ-2), are on station over the Adriatic providing crucial support to the delivery of humanitarian air drops over eastern Bosnia-Herzegovina in Operation Provide Promise. This operation becomes the longest running humanitarian airlift in history at the time and operates from February 1993 to January 1996.

# Training Squadron 22 Earns Adm. John H. Towers Flight Safety Award

By Anne Owens

The Order of Daedalians presented the “Golden Eagles” of strike Training Squadron (VT) 22 the 2020 Adm. John H. Towers Flight Safety Award during a small ceremony held at the squadron aboard Naval Air Station (NAS) Kingsville, Texas, March 1.

The award recognizes the Naval Air Training Command squadron that has made the most significant contributions to the Naval Aviation Safety program throughout the year.

All student naval aviator and student naval flight officer training squadrons under the Naval Air Training Command are eligible to receive this award. Selection is based on squadrons’ safety records, quality of mishap reports and time between mishap reports, all while considering the number of aircraft being flown and number of days the aircraft spent detached from the squadron.

Order of the Daedalians National Commander retired Air Force Maj. Gen. Jerry Allen presented the award to VT-22 Commanding Officer Marine Lt. Col. Kevin Goodwin. Chief of Naval Air Training Rear Adm. Robert Westendorff also attended the ceremony to congratulate the Golden Eagles team.

“Adm. Towers was a pioneer in aviation safety,” Allen said. “VT-22 compiled a remarkable flight safety record in 2020. You flew demanding sorties, accomplished carrier-arrested landings and deployed to El Centro, California, for weapons training. You took the initiative to conduct a host of safety programs to keep the focus on flying safely. This award reflects the hard, smart work of every member of the squadron.”

VT-22 has received the Towers Award



**KINGSVILLE, Texas** Training Squadron (VT) 22 Commanding Officer Lt. Col. Kevin Goodwin accepts the 2020 Adm. John H. Towers Award from Order of the Daedalians National Commander retired Air Force Maj. Gen. Jerry Allen, March 10. The award recognizes the Naval Air Training Command squadron that has made the most significant contributions to the Naval Aviation Safety program throughout the year. U.S. Navy photo by Anne Owens.

four times, most recently in 1994.

“VT-22 being recognized in this manner is a tremendous accomplishment and one that meets our mission of safely and efficiently training students,” Goodwin, a native of Milton, Massachusetts, said. “Our instructor pilots and students work tirelessly to ensure safety is the primary factor in our decision-making process. Every instructor and student is empowered to stop any evolution if safety becomes a factor or there is any confusion hindering safe operations. Essentially, if there is any doubt, there is no doubt.

“During a year that saw our flight hours reduced and COVID-19 fundamentally changing the way we operate, VT-22 rose to the challenge and optimized our training opportunities to overcome many barriers to production.”

All CNATRA squadrons incorporate Safety Management Systems into daily operations. Operational Risk

Management (ORM) begins before a flight is even scheduled, with the assurance that all personnel are qualified and current. On the day of the flight, each brief includes a discussion about potential ORM issues that may exist. Those ORM decisions are made continually throughout the flight in an effort to avoid unsafe circumstances.

“My command priority is safety,” Westendorff said. “There’s no mission we do to train an aviator or naval flight officer that’s worth unnecessarily jeopardizing lives. We always accept some risk when we fly, but with a safety mindset and by implementing ORM approaches, we mitigate those risks.”

All safety issues and concerns are brought to the squadron’s attention as quickly as possible through a variety of means, including all-hands calls and checklists, to ensure all aviators are aware of new procedures and associated risks.

“Our CNATRA safety team develops and supports a safety-value culture in conjunction with high-velocity learning,” CNATRA Aviation Safety Officer Henry Schwerdtfeger said. “This is the foundation of our squadron safety management systems and how we continue to create the finest aviation professionals.”

Headquartered at Randolph Air Force

Base, San Antonio, the Order of Daedalians is a non-profit organization that advocates for air and space power, and honors past and present military aviators. The award, named for Adm. John H. Towers who was designated a naval aviator in 1911, recognizes squadrons for their commitment to flight safety. Towers was known for many pioneering accomplishments during his career, including the

establishment of the first naval flight school in Pensacola, Florida.

VT-22, formed in 1949, conducts strike training for student naval aviators in the Navy, Marine Corps and select international military partners. VT-22 is one of two strike training squadrons under Training Air Wing 2 aboard NAS Kingsville. 

## TW-1 Commodore Logs 1,000 trap aboard Ford

By Lt. Michelle Tucker

CORPUS CHRISTI, Texas –Whether a pilot is new to the craft or a seasoned veteran with many at-sea deployments under their belt, landing a jet on an aircraft carrier is exhilarating, sometimes terrifying, and is certainly no easy task.

Capt. Tracey “PETA” Gendreau is commodore of Training Air Wing 1 aboard Naval Air Station Meridian, Mississippi. He and his team conduct undergraduate intermediate and advanced strike pilot training for the Navy, Marine Corps, and select international partners. He knows a thing or two about landing on an aircraft carrier (called a trap) because he’s done it a time or two. In fact, he’s done it a thousand times.

Gendreau, a native of Pensacola, Florida, hit a personal milestone Feb. 5 when he caught his 1,000th trap aboard aircraft carrier USS Gerald R. Ford (CVN 78) while underway in the Atlantic Ocean off the coast of Florida during a carrier qualification (CQ) detachment.

“It’s a very special feeling to get number 1,000 on the newest aircraft carrier in the fleet,” Gendreau said. “USS Ford is the third first-in-class CVN (aircraft carrier) I’ve trapped on, along with USS Enterprise and USS Nimitz. The technological advances are amazing, but one thing hasn’t changed. After my 1000th, I just looked around with pride at all of the Sailors who make carrier aviation work. The professionalism and

teamwork they have always displayed throughout my career is nothing short of astonishing!”

Gendreau got his first trap aboard USS George Washington (CVN 73) during his CQ detachment as a student naval aviator assigned to the “Eagles” of Training Squadron (VT) 7, one of two squadrons now under his command at Training Air Wing 1. With almost 24 years of Navy experience, he shared advice for students who have just begun their Naval Aviation careers.

“If they’re not having fun, they’re doing something wrong,” Gendreau said. “Flying upside down, pulling Gs, and landing on ships is a great way to earn your pay. Put in the hard work, it’s worth it!”

Gendreau was part of a cadre of 27 instructors from Training Air Wings 1 and 2 that executed the CQ detachment out of Naval Air Station Key West, Florida, led by Chief of Naval Air Training’s lead landing signals officer. Thirty-one student naval aviators

enrolled in the Strike training pipeline conducted CQs as one of their final curriculum events in the advanced phase of undergraduate strike pilot training in addition to seven instructors under training. Together, students and instructors conducted 432 launches and recoveries (traps) during the detachment.

Upon completing the curriculum, students earn their Wings of Gold and designation as a naval aviator. Navy graduates progress to graduate-level training in the F/A-18E/F Super Hornet, EA-18G Growler, or F-35C Lightning II at their respective fleet replacement squadron.

Gendreau commissioned in 1997 through OCS. He earned his Wings of Gold in 1999. He has deployed in support of Operations Southern Watch and Enduring Freedom, Operation Iraqi Freedom, Operation Enduring Freedom, and Operation Inherent Resolve. Gendreau has accumulated more than 4,000 flight hours. 



U.S. Navy photo by Mass Communication Specialist Seaman Anton Wendler.



VALIANT WOMEN OF THE VOTE:  
**REFUSING TO BE SILENCED**

WOMEN'S HISTORY MONTH  
MARCH



# 2021

# Portrait of Active Duty Women



## Air Force

69,927



More than 21 out of every 100 Airmen are women

## Army

74,104



More than 15 out of every 100 Soldiers are women

## Marine Corps

16,275



9 out of every 100 Marines are women

## Navy

69,688



More than 20 out of every 100 Sailors are women



Sarah Emma Edmonds fought in the Civil War disguised as a man and later received a government pension for her service.



In 1972, Alene Duerk became the U.S. Navy's first female admiral. She served as the Director of the U.S. Navy Nurse Corps from 1970 to 1975.



In 1979, Brigadier General Hazel Johnson-Brown became the first Black Chief of the U.S. Army Nurse Corps and the Army's first Black female general.



In 2020, Chief Master Sgt. Joanne S. Bass became the 19th chief master sergeant of the U.S. Air Force and the first woman to serve as the top enlisted leader of a Military Service.

14%

The percent of senior enlisted personnel who are female.

15.7%

The percent of females on Active Duty who obtained a commission via Officer Candidate School or equivalent, an increase from 13% in FY 2019.

## Enlisted Occupations

Functional Support & Administration Specialists	43,896
Service & Supply Handlers	26,530
Health Care Specialists	26,005
Electrical / Mechanical Equipment Repairers	23,349
Communications & Intelligence Specialists	17,725
Electronic Equipment Specialists	14,938
Infantry, Gun Crews & Seamanship Specialists	11,467
Non-Occupational Service Members	9,254
Craftworkers	4,602
Other Technical Specialists	2,822

Female =

## Officer Occupations

Health Care Officers	14,906
Tactical Operations Officers	6,986
Administrators	4,138
Intelligence Officers	3,737
Supply, Procurement & Allied Officers	3,712
Engineering & Maintenance Officers	3,385
Scientists & Professionals	2,590
Non-Occupational Officers	2,405
Other Officers	296
General Officers & Executives	255

Female =

# Training Squadron 86 Changes Command at NAS Pensacola

By Lt. Elizabeth Elrod, VT-86

The “Sabrehawks” of Training Squadron (VT) 86 held a change-of-command ceremony at Naval Air Station (NAS) Pensacola, March 4.

Cmdr. George “COB” Zintak relieved Cmdr. Eric “Cheese” Reeves as commanding officer during an aerial ceremony that followed a ground-based segment.

Reeves, a native of Baldwinsville, New York, assumed command of VT-86 in November 2019 after serving as executive officer since June 2018. During his tenure, Reeves oversaw a cadre of around 60 instructors dedicated to training Navy and Marine Corps, and international military naval flight officers (NFO). More than 347 NFOs received their Wings of Gold under his leadership, together accumulating more than 19,300 hours in T-45C Goshawk jet trainer aircraft. Due to his leadership and safety consciousness, the command was awarded the CNO 2019 Naval Aviation Safety Award.

“This tour has without a doubt been the most fulfilling and rewarding of my naval career,” Reeves said. “It has been an honor and a privilege to serve with such a professional team as the Sabrehawks. The instructors, civilians, and contractors do a phenomenal job every day ensuring the success of the future generation of naval flight officers. Having the opportunity to shape the future of Naval Aviation is something I will always cherish and I look forward to seeing many of our students as they continue to hone their warfighting skills in the fleet.”

Commodore, Training Air Wing 6, Capt. Scott “Mongo” Janik presided over the ceremony, attended by immediate family members and a limited number of instructors.

“Cmdr. Eric Reeves, you will be missed as Skipper of VT-86,” Janik said. “ROCKET I is a special title that the skippers of VT-86 carry on with them for life. Well done in your tour “Cheese” with ensuring all the NFO fleet seats for the VAQ (electronic attack) and VFA (strike fighter) communities were



**PENSACOLA, Fla.** Cmdr. Eric Reeves (blue aircraft) relinquishes command of the “Sabrehawks” of Training Squadron (VT) 86 to Cmdr. George Zintak during an aerial change of command ceremony above Pensacola, Fla., Feb. 4. U.S. Navy photo by Capt. Scott Janik.

filled. Great job improving the training our NFOs receive in advanced jet training. Cmdr. Zintak, welcome to command. Keep leading from the front, “COB,” and enjoy your tour.”

The ceremony began in VT-86’s hangar and transitioned to the flight line. Three T-45C Goshawks took to the air with Reeves, Zintak, and TW-6 Chief Staff Officer Cmdr. Brett “Dingle” Hudspeth in the backseats. During the flight, Zintak’s aircraft took lead of the formation, signifying the transfer of leadership.

Reeves, a graduate of Rensselaer Polytechnic Institute, earned his Wings of Gold in May 2003. He served with various fleet squadrons including the “Screwbirds” of Sea Control Squadron (VS) 33, transitioned to the EA-6B Prowler and, ultimately, the EA-18G Growler with the “Vikings” of Electronic Attack Squadron (VAQ) 129. He reported to Carrier Air Wing 3 in 2014, where he deployed as an electronic warfare officer. In 2016, Reeves reported for his Joint Tour at U.S. Africa Command in Stuttgart, Germany. During this tour, he worked as the electronic warfare officer and then as an operations officer in the Joint Operations Center. Over the course of his career, Reeves has accumulated more than 2,300 flight hours

and 400 carrier-arrested landings in the S-3 Viking, EA-6B Prowler, and EA-18G Growler.

Zintak is a native of Chicago. A graduate of Embry-Riddle University, he earned his commission through Officer Candidate School at NAS Pensacola, Florida. He earned his Wings of Gold in 2005 as a naval flight officer. He has accumulated more than 2,500 flight hours and 700 carrier-arrested landings in the F/A-18F Super Hornet.

Cmdr. Nicholas “RABBIT” Alfano, a native of Long Island, New York, assumed the role of executive officer. Alfano, a Naval Academy graduate, earned his Wings of Gold in 2006 as a naval flight officer. He has accumulated over 2,000 flight hours and 300 carrier-arrested landings, including 80 combat missions.

VT-86, located at NAS Pensacola, trains the world’s finest combat-quality naval flight officers, committed to global security and prosperity, and projecting naval air power worldwide. Graduates complete follow-on training with fleet replacement squadrons to prepare them for future fleet aircraft including the F/A-18 Hornet/Super Hornet and E/A-18G Growler. 🐰

## CNATRA Quality Assurance Program Manager (QAPM) Update

By Ramiro "Ray" Castillo

In anticipation of delivery of our newly acquired TH-73A advanced training helicopter system, and per COMNAVAIRPAC/COMNAVAIRLANTINST 5400.1A all efforts are in work to establish Safe-for-Flight Operations Certification (SFFOC) requirements for the newly assigned aircraft accordingly and prior to execution of flight. By doing so, the CNATRA QAPM is working closely and coordinating all efforts in conjunction with COMNAVAIRPAC to conduct the required Maintenance Program Assessment (MPA) during the week of June 20-25. In order to prevent additional quarantine or Restriction of Movement (ROM) time, a request has been made to provide a team from the 4thMAW out of New Orleans and have them drive directly to Whiting Field (bubble to bubble). Additionally, we are working to have the two Ground Government Flight Representatives (GGFRs') contract subject-matter experts (SMEs) from NAVAIR Aviation Mobile Maintenance Team Patuxent River, MD fly NALO. All is promising when we place quality over quantity.

## Contracting Officer's Representatives

By Patricia "Ellen" Schramm

Contracting officer's representatives (CORs) play a critical role in ensuring that contractors meet the commitment of their contracts. CORs are an integral part of the procurement team from start to finish. CORs facilitate proper development of requirements and assist Procurement Contracting Officers (PCO) in developing and managing their contracts.

There are three levels of COR certifications and CORs must reach the required certification level prior to being assigned to a contract by the PCO. Each level requires additional training; levels II and III also require experience. Additionally, CORs are required to take additional training to maintain their COR certifications. Training covers areas such as contractor performance, inspection and acceptance criteria, validating invoices, impacts of delays, managing documentation, COR reporting systems, contract types and structures, special consideration (rights in data, government furnished property, security, etc.), managing projects at various sites, communication with the contractor and contracting officer, and most importantly, understanding the breadth and depth of their COR responsibilities as defined in the PCO's appointment letter.

The COR function requires not only specialized training, but also an innate ability to understand the importance of their roles and responsibilities, adequate time and resources to perform the COR function, and build an effective collaboration and communication with the PCO.

There may be multiple CORs assigned to a single contract depending on the size, complexity, and numbers/locations of performance sites. Finally, all CORs assigned to a single contract should communicate with one another, functioning as a team, and sharing information as necessary.

[https://www.acq.osd.mil/dpap/cpic/cp/docs/USA001390-12\\_DoD\\_COR\\_Handbook\\_Signed.pdf](https://www.acq.osd.mil/dpap/cpic/cp/docs/USA001390-12_DoD_COR_Handbook_Signed.pdf)

## Welcome Aboard Michael Johnston our new N4I Business Acquisition Specialist

By Lupe Serna

Michael Johnston originally hails from Long Island, New York, and enlisted in the Navy in March 1985 as an air traffic controller. He was promoted to chief petty officer in September 1994 and commissioned as an air traffic control limited duty officer (LDO) in January 1998. He retired from active duty in October 2011 at the rank of lieutenant commander after serving more than 26 years on active duty. He served on six sea going units including USS Kitty Hawk (CV 61), TACRON 11 (VTC 11), USS Theodore Roosevelt (CVN 71), USS Harry S. Truman (CVN 75), USS Bataan (LHD 5) and shore assignments in Brunswick Maine, San Diego, Milton, Florida, and Norfolk, with his final assignment on the CNATRA Staff in the N-3 department.

After retiring from active duty he work as a contractor on the UAS program for U.S. Customs and Border Protection as a lead operations specialist for more than seven years. He also worked for the City of Corpus Christi as a contracts administrator for two years prior to joining CNATRA Staff in his current position in November 2020. Mike holds a master's degree from Naval Postgraduate School, is married and has two children, a son and a daughter. His son is a sophomore at the University of Notre Dame and his daughter is a senior at London High School and will be attending Saint Mary's College, Notre Dame in the fall. He is an avid martial artist and teaches classical Japanese weapons arts at a local martial arts school. 🍷

## CNATRA N4 Det. Pensacola

CNATRA N4 detachment fighting the battle against COVID-19. The detachment recently purchased a Disinfectant machine/fogger/ULV Sprayer with 48V DC Lithium Ion Cordless Mist Duster Blower 2.6GAL 1-10GPH Adjustable Particle Size 0-50µm/Mm. This cordless ULV fogger sprayer is powered by a 48V DC 350W Li-Ion Driven Electric Motor; Achievable Coverage: Horizontal 20' Feet+ (5-6m) and Vertical 4.9-6.5' Feet+ (1.5-2m) of chemicals/liquid for maximum fogging efficiency.



**PENSACOLA, Fla.** Patrick O'Hern uses a disinfectant machine in building 3633 to sanitize equipment. *U.S. Navy photo by Michael Ellis.*

The machine uses a combination of dimethyl benzyl ammonium chloride and dimethyl ethyl benzyl ammonium chloride, 99.8 percent of inert ingredients. Additionally, this machine is built for high speed aerosol distribution, fast diffusion, and strong penetration; empirical applications show that ULV foggers generate a fog/mist formed of Ultra Low Volume (ULV) droplets of 0-50µm in size and are ideal for fighting pathogens and other vector carriers. This was recently used in building 3633 where the students receive their initial fitting of flight gear. This tool is proving to be a vital weapon in the war on COVID-19 by providing SNFO's clean and sanitized fitting areas during this crucial phase of initial outfitting. 🇺🇸

CNATRA N4 detachment Pensacola facility manager coordinated an innovative FOD mitigation project with NAVFAC to install Overhead Netting in hangar's 1853 and 1854. Due to the age of both hangars, the netting will be a critical part of ensuring safety of personnel and aircraft in the hangar workspaces from potential falling debris. In January 2021, the Public Works department began this tedious task on the west side of hangar 1854, putting up sections of netting and attaching it to the steel frame above. The project was started in January when the Blue Angels

moved to El Centro, CA for winter training. Public Works/Facilities Manager was able to coordinate with Vertex and DI on aircraft moves utilizing both sides of the hangar. This project is a crucial part of safety for all personnel and aircraft.



**PENSACOLA, Fla.** Overhead netting. *U.S. Navy photo by Bob Organo.*

# Texas State Guard Visits Project Avenger



## **CORPUS CHRISTI, Texas**

Lt. Cmdr. Joshua Calhoun, above, and Lt. j.g. Sara Wedemeyer, right, speak with Commanding Officer, 3rd Brigade Texas State Guard Brig. Gen. Thomas P. Ball III about Naval Aviation Training Next - Project Avenger at Training Air Wing 4, Naval Air Station Corpus Christi, Feb. 26.

*U.S. Navy photos by Lt. Michelle Tucker.*





## **Auto-forwarding Email Policy**

Per DONCIO Memo “Acceptable Use DON IT - Enclosure 2.3”, NMCI users are not authorized to auto-forward official email from their DON email accounts to personal, corporate, or other non- .mil / .gov messaging accounts. Users attempting to auto-forward email in violation of current policy will have accounts disabled until Information Systems Security Managers (ISSM) can conduct counseling/training session.

Per DoD policy and DON policy, all DON officials, military and civilian employees must use their official DoD messaging accounts when conducting official DoD business with very limited exceptions. Mail forwarding to remote domains is a known adversarial tactic and is well documented in the MITRE ATTACK Framework Tactic TA0010 (Exfiltration, Tactic TA0010 - Enterprise | MITRE ATTACK®).

Under no circumstances should non-official messaging accounts, including but not limited to, e-mail, social media, mobile applications, cloud applications, or messaging applications be used for official business based on personal convenience or preference. Personal and non-official accounts may be used to participate in activities such as professional networking, development, and collaboration related to, but not directly associated with, official mission activities as a DON official or military or civilian employee.

## **How to Know if a Website Is Safe to Use**

Some aspects of the web are a mystery to many users around the world. Even though we are using our computers daily, we still do not know everything about them. After all, we do not have to understand how all the tools that we use work. Moreover, it seems that all that matters to us is how fast the machines we are using can carry out our instructions. We tend to leave the

security measures to the professionals. Unfortunately, this approach can cause various problems. Sometimes, our lack of knowledge about modern technology might even lead to severe consequences. As a result, the importance of cybersecurity is continuously growing.

## **What Are the Signs of a Website You Should Avoid**

Although many website owners contact a professional penetration testing company or perform a penetration test, not everyone follows suit in this aspect. In consequence, there are many unsecured websites you can find on the Internet. You might need to follow your gut many times in your life. However, in the case of cybersecurity, there is little room for experiments. As such, below is a list of things you should avoid doing:

- Clicking on links from unknown sources: The address you see on your screen might look familiar, but it does not mean that it is safe. Remember, even typing the URL yourself is a safer option than clicking on some link of unknown origin!
- Not reading the URL carefully: If you are a long-time Internet user, you might know some URLs by heart. Use this knowledge to avoid any phishing attacks that might be directed at you! Many times, phishers want to steal your information by setting up sites with similar addresses to the popular sites millions of users visit every day. Outsmart them by typing the URLs yourself! You can also check if the spelling in a link you received is right.
- Believing everyone on the web: All links on the Internet should be considered suspicious. As such, before you open any link you got sent via some app or email, check it by using Google’s Transparency Report or other similar online tools. Additionally, do not blindly trust anyone who will try to give you a “very special one-time offer.” In such a case, they are probably only looking for a clever way to trick you into falling into their trap.

With many cyberthreats lurking on the web, you have to be very careful about how you approach new information. Remember the tips above, as they can prove to be crucial in assessing the safety of every website you may encounter!

### **What to Look for in a Secure Website**

After addressing some common mistakes, now is the time to turn our attention to more specific factors. After all - the devil is in the details.

Some aspects need your focus if you wish to keep your cybersecurity intact. Here is what you should consider doing:

- **Check the TLS/SSL certificate:** If the URL of a website you want to visit starts with “HTTPS” and has a lock icon next to it, it means that this particular site is secured. Therefore, you can feel safe while using it.
- **Inspect your password’s strength:** If the needed password strength on a website you want to use is significantly lower than on other well-secured sites you use, this may indicate some security issues. Please, avoid setting up an account on a site where standard security measures are not substantial!
- **See if other trusted sites link to this website:** When a trusted website places a link on their site, it usually suggests that this link leads to another safe website. However, keep your finger on the pulse, as hackers can sometimes exploit this! By hacking into accounts of famous people and scamming users that follow them, cybercriminals have already stolen tons of money. Make sure you do contribute to their future gains!
- **Look for a physical address and phone number:** When you can see a real-life address on a website, it indicates that there is a real-life company behind it. When in doubt, check other information sources about a particular company’s address and phone number and compare them with what you found on the site.
- **Check for a website privacy policy:** Nearly all websites have a website privacy policy. It informs you how your data is used etc. Make sure you look for one when you visit some site for the first time.

A good rule of thumb is never trusting everything we see, even when at first glance it looks legit. Remember to inspect websites you interact with and never keep your guard down! Additionally, be extremely careful with your personal information online. Double and triple check everything before you decide to give it away! When keeping safety as your top priority, you

should have no problems using the Internet to the fullest.

Although Cybersecurity in the current world is a must, following commonly established rules will help to protect ourselves from cybercriminals. Stay vigilant and everything should be fine.

### **Phone Call Attacks and Scams**

When you think of cyber criminals, you probably think of an evil mastermind sitting behind a computer launching sophisticated attacks over the Internet. While many of today’s cyber criminals do use technologies like email or instant messaging, bad guys are also using the phone to trick their victims. There are two big advantages to using a phone. First, unlike email, there are fewer security technologies that monitor phone calls and can detect and stop an attack. Second, it is much easier for bad guys to convey emotion over the phone, which makes it more likely they can trick their victims. Let’s learn how to spot and stop these attacks.

#### **How do Phone Call Attacks Work?**

First, you have to understand what these attackers are after. They usually want your money, information, or access to your computer (or all three). They do this by tricking you into doing what they want. The bad guys call people around the world, creating situations that seem very urgent. They want to get you off-balance by scaring you so you won’t think clearly, and then rush you into making a mistake. Some of the most common examples include:

- The caller pretends that they are from a government tax department or a tax collection service and that you have unpaid taxes. They explain that if you don’t pay your taxes right away you will go to jail. They then pressure you to pay your taxes with your credit card over the phone. This is a scam. Many tax departments, including the IRS, never call or email people. All official tax notifications are sent by regular mail.
- The caller pretends they are Microsoft Tech Support and explain that your computer is infected. Once they convince you that you are infected, they pressure you into buying their software or giving them remote access to your computer. Microsoft will not call you at home.
- You get an automated voicemail message that your bank account has been canceled, and that you have to call a number to reactivate it. When you call,

you get an automated system that asks you to confirm your identity and asks you all sorts of private questions. This is really not your bank; they are simply recording all your information for identity fraud.

### **Protecting Yourself**

The greatest defense you have against phone call attacks is yourself. Keep these things in mind:

- Anytime anyone calls you and creates a tremendous sense of urgency, pressuring you to do something, be extremely suspicious. Even if the phone call seems OK at first, but then starts to feel strange, you can stop and say no at any time.
- If you believe a phone call is an attack, simply hang up. If you want to confirm if the phone call was legitimate, go to the organization's website (such as your bank) and get the customer support phone number and call them directly yourself. That way, you really know you are talking to the real organization.
- Never trust Caller ID. Bad guys will often spoof the caller number so it looks like it is coming from a legitimate organization or has the same area code as your phone number.
- Never allow a caller to take temporary control of your computer or trick you into downloading software. This is how bad guys can infect your computer.

- If a phone call is coming from someone you do not personally know, let the call go directly to voicemail. This way, you can review unknown calls on your own time. Even better, you can enable this by default on many phones with the "Do Not Disturb" feature.

Scams and attacks over the phone are on the rise, you are the best defense you have at detecting and stopping them. 🚫

### **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.



**MILTON, Fla.** Congratulations to these graduates from Helicopter Training Squadron 28 at NAS Whiting Field. *Courtesy photo.*

# CNATRA conducts strike pilot training detachment at NAF El Centro

By MC3 Drew Verbis, NAF El Centro Public Affairs  
EL CENTRO, Calif. — Chief of Naval Air Training (CNATRA) is conducting strike pilot training with Navy and Marine Corps student naval aviators detached from Training Air Wing I at Naval Air Facility (NAF) El Centro, Feb. 16 to March 5.

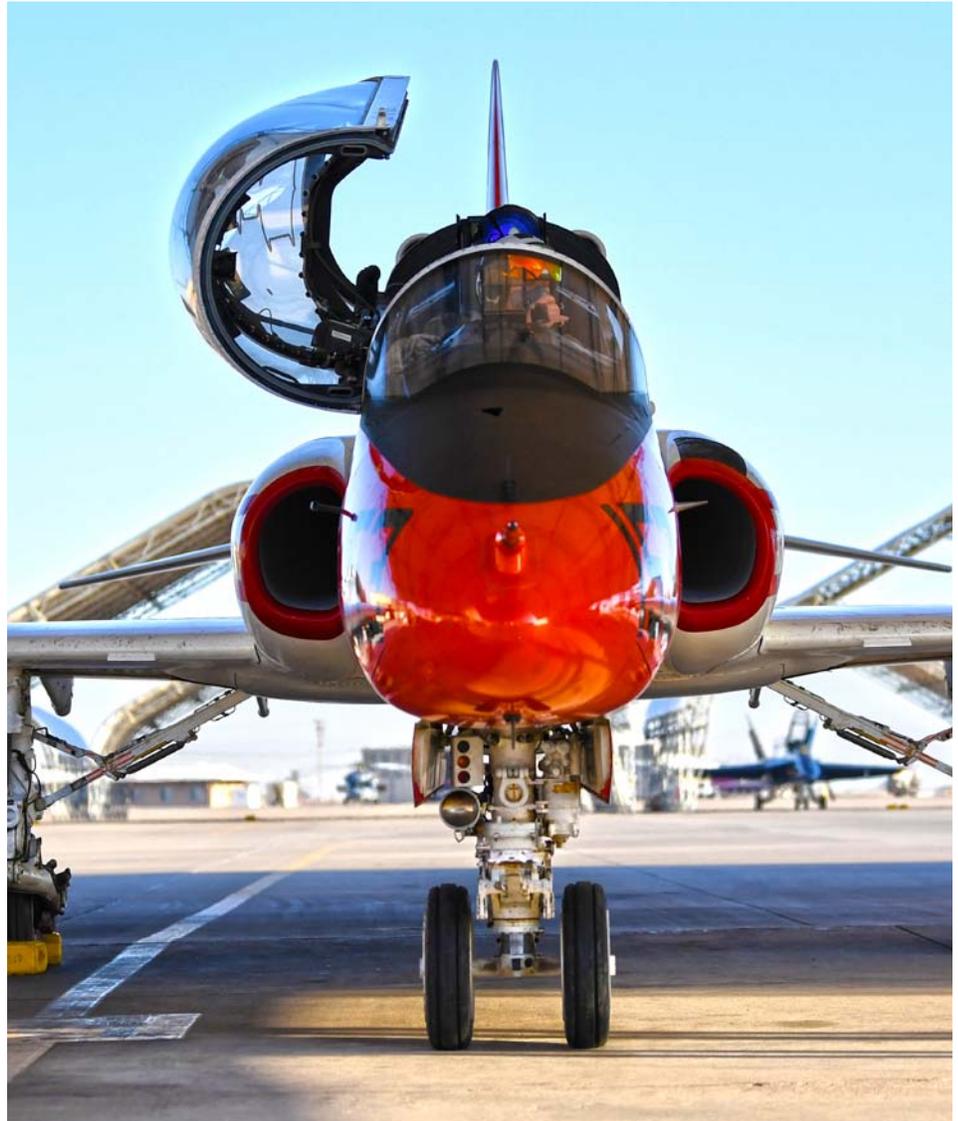
The detachment is the first opportunity for Navy and Marine Corps student naval aviators from Training Air Wing I, stationed aboard Naval Air Station Meridian, Mississippi, to deliver inert (practice) ordnance to identified targets within NAF El Centro bombing ranges, a mission-critical phase in undergraduate strike pilot training.

“NAF El Centro provides the venue and support for an indispensable part of strike pilot training,” said Commodore, Training Air Wing I Capt. Tracey “PETA” Gendreau. “Strike detachments ensure our students get the practical experience they need to develop their warfighting skillsets. Learning how to tactically employ an aircraft is vital to providing the fleet aviators who are ready to fight.”

Students also practice tactical formation, low level, section low level, and road reconnaissance flights during the detachment.

This year’s operational challenge is to actively mitigate the spread of COVID-19 while maintaining mission readiness.

“Team NAFEC works hard to meet their many customer’s needs,” said Capt. William Perkins, commanding officer, NAF El Centro. “The thing I am most proud of is the positive feedback I get from visiting squadron leadership regarding the extra mile our entire team goes to in order to help them meet their unique, and often significantly



**EL CENTRO, Calif.** A student naval aviator from Training Air Wing I prepares for a flight in a T-45C Goshawk jet aircraft during a strike training detachment at Naval Air Facility El Centro, March 3. U.S. Navy photo by Mass Communication Specialist 3rd Class Drew Verbis.

different training requirements.”

Many of the embarked student naval aviators remarked with surprise about how busy the airfield landing pattern is with multiple types of aircraft operating in the area.

“The flight line is full year-round with Navy and Marine Corps squadrons and smaller detachments who come for a few days or a few weeks to conduct training on the nearby Navy live-fire ranges,” Perkins said. “NAF El Centro

typically experiences multiples days where units from all Department of Defense services operate in the same space.”

The mission of NAF El Centro is to support the combat training and readiness of the warfighter. This includes air operations support to operational fleet and training squadrons as well as squadrons from other services (Marine Corps, Army, Air Force) and international military partners. 🇺🇸



## 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

As of this writing, we are emerging from the grips of the most serious winter storm for Texas in Decades. While all of our teammates reported in safe, many went without electricity, heat, and water. I continued to be inspired by the can do spirit and resiliency of our team. Even during this storm our team kept the CNATRA training engine running. Curriculum and content was created, we supported a 3-Star level virtual Boots on the Ground event, and continued to navigate the transition from TIMS to TSHARP (to name just a few).

The big news this month is release of the Authority to Operate (ATO) on TSHARP which means we can deploy TSHARP on its own servers. Our N6 colleagues are preparing the servers now so that we can move our Training Systems to those dedicated servers. In addition, February marked another successful Carrier Qualification Operations on the USS GERALD R FORD (CVN 78) completing 432 arrested landings and qualifying 25 Student Naval Aviators.

So, what is the big take away this month...regardless of the obstacles we stay focused on the mission. The Navy and the Nation needs highly trained and qualified Naval Pilots and Flight Officers. That's our mission and that is our focus. It's our challenge to figure out how to best achieve our mission despite the challenges. And this team makes it happen over and over again. Thank you for all that you do! I am so proud to be a part of this amazing team...See you around the Training Command.

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.

### Flight Training Instructions (FTI)

FTIs are an authoritative and descriptive narrative of all maneuvers and procedures required by the Master Curriculum Guide (MCG)

**FTI Content.** The FTI is the primary resource for all maneuvers and procedures required by the MCG. The goal of an FTI is to equip the undergraduate aviator with the knowledge and skills required to decipher and apply NATOPS publications, the instrument flight manual, or any other reference used by designated aviators. The emphasis in latter phases should be on cultivating independence from the training instruction and reliance on the publications, which the student will use throughout their aviation career.

FTIs should not duplicate existing publications, but should expand on concepts and address specific applications of the referenced materials. They should include or reference all information needed to complete the applicable stage or phase of training. FTIs are considered building blocks.

**FTI Format.** A standardized format ensures completeness within a learning objective area and facilitates revision. The format requirements are general enough to allow an appealing and congenial presentation of the subject matter. The structure gives the author a logical framework, keeping the material focused and concise.

The Flight Training Support Center (FTSC) maintains a style guide with specific style and format information not covered by the TIP manual.

Innovation is encouraged when writing an FTI, but the guidelines below apply to their creation.

- The style of writing should be professional but informal. Learning and enabling objectives should be clearly stated within the body of the text.
- Active voice must be used. Good grammar and a professional tone are very important.
- Levity is not discouraged, but must reinforce the topic being presented and must be of unimpeachable taste.
- Only major sections will be numbered. Titles of major paragraphs correspond to items listed in the FTI.
- Minor paragraph headers are discouraged except when presenting a logical sequence within a specific major header.
- Each discussion item will include standards that are also the training objectives.
- Lists, notes, warnings, and cautions will be clearly offset from text body. All notes, warnings, and cautions taken

verbatim from the NATOPS shall be italicized, although quoting from NATOPS is discouraged due to the potential for inconsistencies following NATOPS changes.

**FTI Changes.** As custodian for all master documents, CNATRA will retain a master copy for each document, as well as the master electronic file. Stage Managers (SM) will review, revise, and submit changes to the FTI via a Training Change Request with particular emphasis placed on content, correctness, and completeness. The Curriculum Coordinator (CC) reviews the proposed changes with regard to technical, grammatical, and clerical correctness and completeness. The Pipeline Training Officer (PTO) will review proposed changes and submit approved changes to the Flight Training Support Center (FTSC) for inclusion in the source document. The FTSC then incorporates the changes and provides an electronic copy of the revised FTI to the PTO for final review by the CC and SM. In cases where more than one TRAINING is affected by the changes. The final draft copy will then be routed for N7 signature.

### **Fundamentals of Learning: Long-term Memory**

**Long-term Memory:** all the memories we hold for periods of time longer than a few seconds; long-term memory encompasses everything from what we learned in first grade to our old addresses to what we wore to work yesterday. Long-term memory has an incredibly vast storage capacity, and some memories can last from the time they are created until we die.

There are many types of long-term memory. Explicit or declarative memory requires conscious recall; it consists of information that is consciously stored or retrieved. Explicit memory can be further subdivided into semantic memory (facts taken out of context, such as “Paris is the capital of France”) and episodic memory (personal experiences, such as “When I was in Paris, I saw the Mona Lisa”). In contrast to explicit/declarative memory, there is also a system for procedural/implicit memory. These memories are not based on consciously storing and retrieving information, but on implicit learning. Often this type of memory is employed in learning new motor skills. An example of implicit learning is learning to ride a bike: you do not need to consciously remember how to ride a bike, you simply do. This is because of implicit memory.

Long-term memory is used for the storage of information over long periods of time, ranging from a few hours to a lifetime. If we want to remember something tomorrow, we have to consolidate it into long-term memory today. Long-term memory is the final, semi-permanent stage of memory. Unlike sensory and short-term memory, long-term memory has a theoretically infinite capacity, and information can remain there indefinitely. Long-term memory has also been called reference memory, because an individual must refer to the information in long-term memory when performing

almost any task. Long-term memory can be broken down into two categories: explicit and implicit memory.

**Explicit Memory:** also known as conscious or declarative memory, involves memory of facts, concepts, and events that require conscious recall of the information. In other words, the individual must actively think about retrieving the information from memory. This type of information is explicitly stored and retrieved—hence its name. Explicit memory can be further subdivided into semantic memory, which concerns facts, and episodic memory, which concerns primarily personal or autobiographical information.

**Semantic Memory:** Semantic memory involves abstract factual knowledge, such as “Albany is the capital of New York.” It is for the type of information that we learn from books and school: faces, places, facts, and concepts. You use semantic memory when you take a test. Another type of semantic memory is called a script. Scripts are like blueprints of what tends to happen in certain situations. For example, what usually happens if you visit a restaurant? You get the menu, you order your meal, you eat it, and then you pay the bill. Through practice, you learn these scripts and encode them into semantic memory.

**Episodic Memory:** Episodic memory is used for more contextualized memories. They are generally memories of specific moments, or episodes, in one’s life. As such, they include sensations and emotions associated with the event, in addition to the who, what, where, and when of what happened. An example of an episodic memory would be recalling your family’s trip to the beach. Autobiographical memory (memory for particular events in one’s own life) is generally viewed as either equivalent to, or a subset of, episodic memory. One specific type of autobiographical memory is a flashbulb memory, which is a highly detailed, exceptionally vivid “snapshot” of the moment and circumstances in which a piece of surprising and consequential (or emotionally arousing) news was heard. For example, many people remember exactly where they were and what they were doing when they heard of the terrorist attacks on September 11, 2001. This is because it is a flashbulb memory.

Semantic and episodic memory are closely related; memory for facts can be enhanced with episodic memories associated with the fact, and vice versa. For example, the answer to the factual question “Are all apples red?” might be recalled by remembering the time you saw someone eating a green apple. Likewise, semantic memories about certain topics, such as football, can contribute to more detailed episodic memories of a particular personal event, like watching a football game. A person that barely knows the rules of football will remember the various plays and outcomes of the game in much less detail than a football expert.

**Implicit Memory:** in contrast to explicit (conscious) memory, implicit (also called “unconscious” or “procedural”) memory involves procedures for completing actions. These actions develop with practice over time. Athletic skills are one example of implicit memory. You learn the fundamentals of a sport, practice them over and over, and then they flow naturally during a game. Rehearsing for a dance or musical performance is another example of implicit memory. Everyday examples include remembering how to tie your shoes, drive

a car, or ride a bicycle. These memories are accessed without conscious awareness—they are automatically translated into actions without us even realizing it. As such, they can often be difficult to teach or explain to other people. Implicit memories differ from the semantic scripts described above in that they are usually actions that involve movement and motor coordination, whereas scripts tend to emphasize social norms or behaviors. 🚗

## Innovation: iPads in the Cockpit



Figure 1 - PIVOT Suction Cup Mount in T-44

Figures 1 and 2 are two examples of iPad Mini mounts. Getting authorization to use IPADs in the cockpit is not done casually. Rigorous testing is required (Wind Tunnel Testing). These two mounts are evidence of Naval Aviation’s progress with innovation.

### International Student Training

CNATRA Trains students from over 20 different countries. We have individuals designated to oversee those programs, they are the International Military Student Officers or IMSO. The IMSO has one of the most challenging and demanding jobs in the Security Cooperation Program since he/she is called upon to accomplish tasks unlike those performed anywhere else in the military. The IMSO is a host,



Figure 2 - PIVOT Grimes Mount T-6

administrator, counselor, expeditor, diplomat, and the official U.S. government representative who serves as the primary point of contact for the International Military Student (IMS) undergoing courses of instruction at U.S. military installations in the United States. IMSOs are responsible for the overall administration of IMS while assigned to their training activity. From arranging for quarters, to meeting the student, the IMSO must initiate detailed planning long before the student arrives. From the date of arrival until the student departs, the IMSO serves as a central point of contact for the student. The impressions made on the student are carried home and could be the key factor that makes his or her training beneficial for both the individual and the United States.

The tasks performed by the IMSOs are critical to the success of the Security Cooperation Training Program objectives, which are:

- (1) To create or enhance a foreign country's ability to perform its role in a manner consistent with U.S. multinational strategy or as may be indicated in treaties, or other international agreements
- (2) To assist the foreign country in developing expertise needed for effective management and operation of its defense establishment or an element thereof
- (3) To create skills needed for effective operation and maintenance of equipment acquired from the U.S. through Foreign Military Sales (FMS), U.S. Grant programs (International Military Education and Training (IMET), Foreign Military Financing (FMF), etc.), or direct commercial sales from U.S. vendors
- (4) To promote U.S. military rapport with the armed forces of the foreign country
- (5) To promote the foreign policy, security and general welfare of the United States by assisting peoples of various countries in their efforts toward economic development and enhancement of internal and external security
- (6) To promote a better understanding of the United States, including its people, political system, and other institutions through the Field Studies Program (FSP)

IMSOs are responsible for coordinating FSP events. The purpose of FSP is to enhance the formal training courses and orientation of the international military and civilian students and military-sponsored visitors under the Security Assistance Training Program and other programs administered through Security Assistance/Cooperation Channels. Each international student attending a course in the United States has the opportunity to participate in the FSP. The objective of the FSP is to assist IMS in acquiring a balanced understanding of U.S. society, institutions, and goals, in conjunction with their training experience. The program should include frank explanations and free discussion with the students about our government structure, judicial system, and the political party system. It should also include the role of a free press and other communications media, cultural issues associated with minorities, the purpose and scope of labor unions, our economic system, educational institutions, and how these elements reflect the U.S. commitment to human rights. Activities such as visits to private homes, local industries, industrial and cultural exhibits, farms, schools, historical points of interest, and civic activities are encouraged. 🇺🇸

## **N7/ Welcome Aboard!**

### **Lt. William "Willy" Walls: N7 Project Avenger PTO**

Lt. Walls reported to CNATRA from VT-28 where he was an Instructor Pilot and Project Avenger Liaison. He is CNATRA's new Project Avenger PTO. Some of his interests are camping, off-roading (currently building out a 2000 SR5 Toyota 4Runner to do both of those), Short Takeoff and Landing (STOL) experimenting aircraft and the love of anything outdoors!



### **Ms. Emily Jennings: N73 Flight Training Support Center**

It's actually welcome back for Ms. Jennings who is returning to CNATRA from Wiesbaden, Germany. She was there for five years at the Public Affairs Office for the U.S. Army Garrison Wiesbaden. She was the Command Information Chief, in charge of the base's website and Facebook page that served an American community of around 17,000 active duty, civilians, family members and retirees. The newspaper, the Herald Union, received first place honors in the Keith L. Ware Army-wide public affairs competition in 2019. Some of Emily's interests are: recently rode 1,000 kilometers on her bike as part of an MWR challenge. Besides cycling, Emily loves the beach, reading non-fiction, taking pictures, hiking, bird watching, travel and salsa dancing. 🇺🇸



# Training Squadron 4 SAU Holds Change of Command at NAS Pensacola

From CNATRA Public Affairs

PENSACOLA, Fla. - The “Warbucks” of Training Squadron (VT) 4 SAU held a change-of-command ceremony at Naval Air Station (NAS) Pensacola, March 5.

Cmdr. Melissa “FASM” Dillard relieved Cmdr. Sara “SUMAT” Taylor as commanding officer during a ceremony held at the National Naval Aviation Museum on base.

VT-4 is the Navy’s only advanced naval flight officer training squadron that prepares student naval flight officers for follow-on training in the E-2 Hawkeye, E-6 Mercury, EP-3 Aries, and P-8 Poseidon aircraft communities. VT-4 is Chief of Naval Air Training’s only squadron that includes no aircraft and instead uses state-of-the-art multi-crew simulators that combine fleet-derived sensors with realistic adversarial problems sets to develop

highly skilled naval flight officers.

Taylor, a native of Colorado Springs, Colorado, assumed command of VT-4 SAU in November of 2018. During her tenure, Taylor oversaw a cadre of around 7 instructors dedicated to training Navy and International aviators. More than 300 naval flight officers received their Wings of Gold under her leadership.

“It’s been my honor serve as the commanding officer of the VT-4 SAU,” Taylor said. “I am blessed. I take incredible experience and memories with me to U.S. 3rd Fleet. Cmdr. Dillard is the right officer to lead this incredible Reserve squadron.”

Commodore, Training Air Wing 6 Capt. Scott “Mongo” Janik presided over the small ceremony.

“Cmdr. Sara Taylor did a fantastic job as the commanding officer of the VT-4 Squadron Augment Unit (SAU),” Janik said. “Leading with the dynamics you faced was challenging and you faced and met every one of those challenges. VT-4 could not have achieved its goals without your efforts. Your leadership was key in ensuring our NFO fleet seats were met. Welcome to command Cmdr. Melissa Dillard, I look forward to working with you in your role as skipper of the SAU.”

Taylor, a graduate of the University of Arizona, received her Wings of Gold in 2002. She served with various fleet squadrons including the “Fighting Swordsmen” of Fighter Squadron (VF) 32 and the “Gladiators” of Strike Fighter Squadron (VFA) 106. From 2003 to 2006, she deployed to the Arabian Gulf aboard aircraft carrier USS Harry S Truman (CVN 75) in support of operations Enduring Freedom and Iraqi Freedom. In 2009, Taylor transferred to the U.S. Naval Reserve and was assigned to Commander, U.S. 3rd Fleet Maritime Operations Unit in Point Loma, California. Following her tour at VT-4, Taylor will take command of the Navy Reserve Commander, U.S. 3rd Fleet Nale Det. in Las Vegas.

Dillard, a native of Galloway, New Jersey, and graduate of the U.S. Naval Academy, earned her Wings of Gold in 2005. She then served with the “Fighting Checkmates” of VFA-211 and deployed aboard aircraft carrier USS Enterprise in direct support of operations Iraqi Freedom and Enduring Freedom. In 2011, she joined the Naval Reserve as part of VT-86 SAU. Dillard has accumulated more than 2,000 flight hours in the F/A-18 Hornet, T-1 Jayhawk and T-39 Sabreliner. 



**PENSACOLA, Fla.** Training Air Wing 6 Reserve Component Commander Cmdr. Scott Paul congratulates off-going Training Squadron 4 Squadron Augment Unit Commanding Officer Cmdr. Sara Taylor during a change-of-command ceremony at the National Naval Aviation Museum aboard Naval Air Station Pensacola, March 5. Cmdr. Melissa “FASM” Dillard assumed command during the ceremony, March 5. U.S. Navy photo by Lt. Christopher Anstine.

# Training Squadron 10 Holds Change of Command at NAS Pensacola

From CNATRA Public Affairs

PENSACOLA, Fla. - The “Wildcats” of Training Squadron (VT) 10 held a change-of-command ceremony at Naval Air Station (NAS) Pensacola, Florida, Feb. 25.

Cmdr. Jason “Jay” Agostinelli relieved Cmdr. Charles “Bernie” Dennison as commanding officer during a ceremony held at the National Naval Aviation Museum on base.

Dennison, a native of Ellicott City, Maryland, assumed command of VT-10 in June 2019 after serving as executive officer since March 2018. During his tenure, Dennison oversaw a cadre of around 70 instructors dedicated to training Navy and Marine Corps, and international military naval flight officers (NFO). More than 300 NFOs have graduated under his leadership, together accumulating more than 12,000 hours in T-6A Texan II trainer aircraft.

“Leading the Wildcats has been the highlight of my career,” Dennison said. “It has been a great honor serving with the great men and women of VT-10 who truly represent the best and brightest of our great nation. I can

think of no greater way to round out my career than the opportunity to help shape the future of Naval Aviation.”

Commodore, Training Air Wing 6 Capt. Scott “Mango” Janik presided over the ceremony, attended by a small portion of staff, family members, and guests.

“It has been awesome watching Cmdr. Charles Dennison lead the Wildcats of VT-10,” Janik said. “As the only primary squadron in the naval flight officer training pipeline, VT-10’s production is essential in ensuring our fleet NFO seats are filled. Bernie’s leadership, through unique challenges during his tenure, was instrumental and he made sure we met every production requirement. You had a great tour Skipper, you will be very missed in VT-10 and TW-6. Welcome to Jay Agostinelli as he takes over as Skipper. I look forward to working with you and watch where you take VT-10.”

Dennison graduated from Salisbury University in 2000 with a degree in Economics. He served with various fleet squadrons including Patrol Squadron (VP) 5, VP-30, and VP-8. After a P-3 Orion deployment to U.S. 4th

and 5th Fleets, he transitioned to the P-8 Poseidon and earned designations as P-8 plane commander and mission commander. After a serving at U.S. Strategic Command in 2015 he reported to the “Wildcats” in March of 2018. He has accumulated over 3,200 flight hours in the P-8 Poseidon, P-3 Orion, T-6A Texan II, T-44C Pegasus, and T-34C Turbo Mentor and his personal decorations include the Defense Meritorious Service Medal, Joint Commendation Medal, Navy Commendation Medal (three), Navy and Marine Corps Achievement Medal, Military Outstanding Volunteer Service Medal, as well as various campaign, squadron, and unit awards.

Agostinelli, a native of Rochester, New York, attended the U.S. Naval Academy graduating in 2003 with a Bachelor of Science in General Science. He has accumulated over 3,000 flight hours in the P-3C Orion, T-43A, T-34C Turbo Mentor, and T-6A Texan II.

“What an honor to come full circle in my flight officer career to have the opportunity to lead the Wildcats,” Agostinelli said. “I look forward to continuing the great work Bernie has accomplished and am incredibly optimistic about the future of Naval Aviation. The fleet can rest assured we have an amazing cadre of instructors and staff who are passionate about shaping our students into future warfighters.”

Cmdr. John “Jackie” Gleason, native of Kelseyville, California, will assume the role of executive officer. Gleason, designated as a naval aviator in 2007, has accumulated over 2,000 flight hours in MH-60R and SH-60B Seahawk, and TH-57B/C Sea Ranger helicopters; and the T-34C Turbo Mentor. 🇺🇸



**PENSACOLA, Fla.** Cmdr. Charles Dennison, center, relinquishes command of VT-10 to Cmdr. Jason Agostinelli, right, during a ceremony at the National Naval Aviation Museum aboard Naval Air Station Pensacola, Florida, Feb. 25, 2021. U.S. Navy photo by Lt. Kyle McIntire.

**EL CENTRO, Calif.** The U.S. Air Force Air Demonstration Squadron “Thunderbirds” and the U.S. Navy Flight Demonstration Squadron, the Blue Angels, debut the Super Delta formation consisting of six F-16 Fighting Falcons and six F/A-18 Super Hornets over a C-130J Super Hercules at Naval Air Facility El Centro, March 2, 2021. *U.S. Air Force photo by Staff Sgt. Andrew D. Sarver.*

