

CNATRA

HQ COMMUNICATOR

OCTOBER 2019

First SNAs Graduate PTN

Students complete U.S. Air Force
Pilot Training Next program

VT-27 Gets New Leadership

Shanahan takes charge on the Lex



/ 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. Dwyer or COS:

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

/ ON THE COVER

CORPUS CHRISTI, Texas -- Contractor Javier Garcia checks a diagram before drilling core samples on Training Air Wing 4 flight line at NAS Corpus Christi Sept. 25 in preparation for installation of the new Aircraft Protective Equipment. *U.S. Navy photo by Lt. Michelle Tucker.*

/ COMMAND INFO

CNATRA: RDML Daniel Dwyer	Rm 233
COS: CAPT Scott Starkey	Rm 232
CDO: Various	(361) 537-7243
CMEO: LT Michelle Tucker	Rm 121
DAPA: YNI Terry McQuaig	Rm 226
HR: Becky Sousa	Rm 225
Ombudsman: Anne Owens	(361) 533-2200
SAPR POC: LT Rick Robley	Rm 130
SAFETY/ORM: Dave Watson	Rm 310
SARC: Pat Capitan	(361) 523-3580
SECURITY MGR: James Pitts	Rm 226
DoD Safe Helpline:	(877) 995-5247

/ OCTOBER IN NAVAL AVIATION HISTORY

Oct. 1, 1955 - USS Forrestal (CVA 59), the first postwar super-carrier, is commissioned. In 1975, Forrestal is redesignated as CV-59 until 1993 when she is decommissioned.

Oct. 4, 1962 - Sigma 7 (Mercury 8) is launched. The mission is piloted by Cmdr. Walter M. Schirra, Jr., and lasts nine hours and 13 minutes. Cmdr. Schirra makes six orbits at an altitude up to 175.8 statute miles at 17,558 mph. Recovery is conducted by USS Kearsarge (CVS 33).

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

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

Oct. 7, 2001 - Operation Enduring Freedom begins with carrier air strikes and ship and submarine Tomahawk strikes in Afghanistan.

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

Oct. 14, 1935 - Lt. Cmdr. Knefler McGinnis, Lt. j.g. James K. Averil, NAP Thomas P. Wilkerson and a crew of three fly an XP3Y-1 consolidated patrol plane from Cristobal Harbor, Canal Zone to Alameda, Calif. in 34 hours and 45 minutes and establish a new world record for Class C seaplanes of 3,281.383 miles.

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

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

Oct. 28, 1943 - Lt. Franklin M. Murray, in a TBF Avenger, and Ensign Gerald L. Handshuh, in an FM-2 Wildcat, from Composite Squadron (VC) 1 on USS Block Island (CVE 21), sink German submarine U-220 east of Newfoundland.



First Naval Aviators Graduate USAF Pilot Training Next

By 1st Lt. Paul Puczko, CNATRA Public Affairs

CORPUS CHRISTI, Texas – The first two student naval aviators graduated from the U.S. Air Force's Pilot Training Next (PTN) program at Randolph Air Force Base (AFB) just outside of San Antonio, Aug. 29.

The PTN program is a course of instruction designed to train military pilots at a lower cost, in a shorter amount of time, and with a higher level of proficiency leveraging emerging technologies to create a dynamic training environment.

The PTN program individualizes training, adjusting to each student pilot's strengths and weaknesses. It integrates virtual reality (VR), advanced biometrics, artificial intelligence (AI), and immersive training devices (ITD) with traditional methods of learning.

"The most appealing part of this program is we step away from the common denominator or one-size-fits-all training that has to be done on a certain timeline," Det. 24 Commander U.S. Air Force Lt. Col. Ryan Riley said. "With PTN we have been able to focus more on competencies and the focus of the individual student. We tailor the training to you, and that is a very different mindset shift and that is what I am most excited about."

Navy instructors selected Ensigns Charles Hills and Seth Murphy-Sweet for the PTN program in lieu of the standard Navy Primary Flight Training phase. This joint training effort is a step toward integrating emerging technologies into Navy's flight training curriculum. Now Hill and Murphy-Sweet are ready

to move forward to the advanced stage of flight training with the Navy's Training Air Wing 2 at Naval Air Station Kingsville, Texas.

"I think a big thing with this program was the ability to utilize the VR, get the experience and pacing down for each flight realtime," Hill said. "This benefited all the students – being able to chair fly while being able to see the whole flight rather than to have to use your imagination. This helped in getting the motor skills while we were able test it out in VR and see how the exact input corresponds to a correct output."

The relatively new program is being improved with each iteration and allows a more tailored approach to learning in comparison to traditional flight training from the instructor's perspective. Instructors use a collaborative learning environment to evaluate and analyze students and subsequently make corrections and improvements.



SAN ANTONIO Student pilots with the Pilot Training Next (PTN) class train on virtual reality simulators on Randolph Air Force Base, Texas. PTN utilizes virtual reality simulators, immersive training devices, and an individualized training mentality to train pilots. (Courtesy Photo/Released)

PTN First Assignment Instructor Pilot (FAIP) U.S. Air Force Capt. Jake Pothula shared his views on just how the program differs from the traditional syllabus.

“I went through traditional training,” he said. “The biggest difference with the PTN program is the fact that we aren’t tied to a very rigid, unforgiving syllabus, so students have the ability to choose their own training or have it be molded by instructor pilots who have the students’ individual best interest in mind. In traditional Undergraduate Pilot Training (UPT) you get more flying hours, but PTN students get a lot more simulator time. The students probably get three times as many hours in the sim than a traditional UPT student would. It’s something they could do at their own pace and choose what they want to do. I would say that these students have a very different set of skills. They excel at understanding their place in a larger mission and understanding what their aircraft is going to do especially in the cases of large field or large force exercises. I feel they definitely have a better grasp on more abstract concept such as mission management.”

Integrating new technologies such as ITDs allows students to gain experience using real-world



SAN ANTONIO Brig. Gen. James R. Sears Jr, director of plans, programs, and requirements for Headquarters Air Education Training Command congratulates Ensign Charles Hill at his Pilot Training Next (PTN) graduation on Randolph Air Force Base, Texas. U.S. Marine Corps photo by 1st Lt. Pawel Puczko

scenarios. Students can not only fly the strict patterns and procedures they learn from their books, but also integrate air traffic control deconfliction as well as other aircraft.

“I think the unique and most exciting aspect with where PTN is going is the partnership with the Navy and Air Force,” Riley said. “With this partnership the Navy has loaned us eight T-6B Texan II aircraft. The manufacturer modified the avionics to what we call the T-6B plus, which has software specifically built for

the PTN program mission.”

Adding Navy instructors and students to the PTN program brings a unique perspective since training in the T-6B Texan II is new to the Air Force. VR simulators add a new and exciting element to the PTN program and draws parallels to the gaming industry, which could help attract new accessions.

Today the Navy’s Primary Flight Training phase uses simulators and VR trainer devices to augment the traditional curriculum, which allow students better familiarity with aircraft controls and their areas of operations. Technology within fleet aircraft and the aviation community at large is constantly advancing, and as we move forward simulators and ITDs will play an increasingly significant role in the way we train our military aviators. 🛩️

SAN ANTONIO A T-6A Texan II aircraft prepares to conduct a tough-and-go landing on Randolph Air Force Base, Texas. U.S. Marine Corps photo by 1st Lt. Pawel Puczko





CNATRA *innovation forum*

CNATRA Team,

CNATRA has challenged the entire NATRACOM to put forth innovative ideas that will allow CNATRA to train students at a faster pace at the same or reduced cost while graduating them with the same or greater capabilities. It is time to bring our “Industrial Age” training into the “Information Age.”

To support that vision, we’ve created the “CNATRA Innovation Forum” by using our existing SharePoint Page <https://cpf.navy.deps.mil/sites/cnatra/default.aspx>. There is a “Hotlink” across the top of the home page that allows direct access to the Forum – thanks N6.

Also here is a direct link: <https://cpf.navy.deps.mil/sites/cnatra/Lists/CNATRA%20Innovation%20Forum/AllItems.aspx>

Some ground rules for the forum:

- Professionalism and appropriate decorum is expected and required.
- There are no bad ideas – this is a place for all of CNATRA to provide “hunches” and receive feedback from the entire Naval Aviation Training Command.
- When responding to an idea – rather than explaining “why an idea won’t work,” provide input on “how to make the idea work.”
- The goal is to allow our hunches to combine with other hunches and then mature into innovative and actionable ideas that will be implemented.

There are other methods to get your ideas across including our command climate survey, the digital suggestion box, and direct feedback to your ACOS, me, or CNATRA.

With respect to the suggestion box. Thank you for all of the comments. I am tracking that we’ve taken action or answered all of the comments. However, some of the comments and questions were anonymous, which is great, but inhibits feedback. If you have provided an anonymous comment and desire additional feedback, feel free to provide another comment or, if you desire, come see me (or the Admiral) directly to discuss the issue privately.

Let me know if there are any questions.

We look forward to hearing your ideas and thank you for your efforts in making the future of Naval Aviation that our Navy and country needs.

V/r,
COS
CAPT Scott Starkey
CNATRA Chief of Staff

Training Squadron 27 Conducts Change of Command aboard USS Lexington Museum

By Lt. Gregory Hase, Training Squadron 27

Cmdr. David Wegmueller relinquished command of the “Boomers” of Training Squadron (VT) 27 to Cmdr. Jeffrey Shanahan during a ceremony aboard the USS Lexington Museum on the Bay (CV 16) in Corpus Christi, Sept. 6.

Capt. Kevin Delano, commodore of Training Air Wing (TW) 4, presided over the ceremony, attended by staff and family members.

Wegmueller, a native of Monroe, Wisconsin, is a 2000 graduate of the U.S. Naval Academy and earned his designation as a naval aviator in 2001. He has been in command of VT-27 since June 2018 and will proceed to TW-4 following the ceremony. Under the command of Wegmueller, VT-27 flew more than 21,000 flight hours, executed 12,871 sorties and completed more than 250 students. The squadron’s students achieved the lowest failure rate in follow-on training pipelines of any primary training squadron. Wegmueller has personally accrued more than 2,500 flight hours in multiple naval aircraft, including 670 hours in the T-6B Texan II.

“I am deeply grateful for the opportunity to have served as commanding officer of VT-27,” Wegmueller said. “I have loved being part of the Boomer family, and I am proud of them. They are among the finest and hardest-working professionals in Naval Aviation. I am equally grateful to know that the Boomers will be in supremely capable and excellent hands, and I look forward to their future achievements!”

Shanahan, a native of Whitinsville, Massachusetts, takes over as commanding officer following his tour as the executive officer of VT-27. Before arriving at VT-27, he served at Commander, Naval Air Force Reserve (CNAFR), the U.S. Naval War College, TW-4, VT-27, the U.S. Air Force’s 8th Flying Training Squadron (8th FTS), and Patrol Squadron (VP) 1. Shanahan has accumulated more than 3,400 military flight hours and achieved instructor qualification in the P-3C Orion, T-34C Turbo Mentor, T-6A Texan II, and T-6B Texan II aircraft. His awards include the Meritorious Service Medal, Navy Commendation Medal, Air Force Commendation Medal, and numerous service and campaign ribbons.

“I am honored and humbled to serve as commanding officer of VT-27,” Shanahan said. “Our squadron plays a critical role in shaping the future of Naval Aviation, and I look

forward to continuing to serve with such a fantastic team of dedicated professionals.”

The ceremony aboard Lexington was especially significant for Shanahan, whose grandfather, Boatswain’s Mate 2nd Class Edmond Benoit, served aboard the ship from 1943-45.

“My grandfather’s naval service absolutely inspired me to pursue a career in Naval Aviation,” Shanahan said. “It’s an honor to stand here today where he served on active duty and continue his legacy.”

Cmdr. Joseph Adams II, a native of Corinna, Maine, assumed the role of executive officer during the ceremony. Adams has accumulated more than 3,400 flight hours in the MH-60S Seahawk during his career.

VT-27, headquartered in Corpus Christi, shapes the future of Naval Aviation, producing the world’s finest primary student naval aviators prepared to excel in follow-on training and the fleet. 🇺🇸



CORPUS CHRISTI, Texas Cmdr. Jeffrey Shanahan, right, salutes Commodore of Training Air Wing 4 Capt. Kevin Delano, left, as Shanahan takes command of the “Boomers” of Training Squadron (VT) 27 during a ceremony aboard the USS Lexington Museum in Corpus Christi, Sept. 9. U.S. Navy photo by Anne Owens



Fair winds and following seas!
Rear Adm. Dan Dwyer presents a certificate to Capt. Bennie Sanchez and his family during his retirement ceremony, Sept. 13. *U.S. Navy photo by Lt. Michelle Tucker.*



Well done!
Capt. Tom Gibbons presents Lt. Cmdr. Ansel Cox with a certificate of appreciation from the president of the Navy Marine Corps Relief Society for his hard work in support of the Active Duty Fund Drive. *U.S. Navy photo by Anne Owens.*



Colombian visit
Members of the Colombian Command and Staff College get first-hand experience on Training Wing 4's virtual reality trainer devices during a tour of Naval Air Station Corpus Christi. The group visited as part of a tour of military bases across Texas for professional development and to foster international relationships. *U.S. Navy photo by Lt. Michelle Tucker.*

Show Some Love

The CFC season will run from now until 12 Jan 2020.
 All DoD Military and Civilian employees are eligible to make donations.

<https://cfcgiving.opm.gov/welcome>
 See LCDR Ansel Cox for details.

<https://cfcgiving.opm.gov/welcome>
See LCDR Ansel Cox for details.



N4 Update

- T-6 Maintenance/Operations/Supply Sustainment Summit held 6-7 August 2019. In attendance was NAVAIR, JPATS, CNATRA, Detachment, JLS, Textron, and Contractors. The focus of the meeting was to formulate process improvements to overcome maintenance, logistics and operational hurdles.
- Post meeting team building was held at Brewster Street.



- CNATRA N42 coordinated and hosted Optimized Organizational Maintenance Activity (OOMA) Work Center Supervisor and Maintenance Control courses.
- CNATRA N4I coordinated and provided Detachment Wide Area Work Flow (WAWF), Joint Appointed Module (JAM) database Training.

N43 Government Property Division:

- Working with Aircraft Intermediate Maintenance Department (AIMD) Pensacola Program Manager to increase capabilities for T6 wheel Non Destructive Inspection (NDI) process. Effort will significantly reduce T6 wheel NDI process, save the government significant funding by not having to send T6 wheels to the Original Equipment Manufacturer (OEM) for NDI, and ensure no T6 aircraft are Not

Mission Capable for wheels. Expect new process to be operational by mid-September 2019.

- Planned and scheduled the review of unsupported calibration standards at NAS Kingsville. Effort will identify any equipment not supported by the NAVAIR METCAL program, and will ensure CNATRA meets NAMP 4790 and NAVAIR METCAL Program guidance.

- Conducted initial discussions with CNATRA Detachment Industrial Property Management Specialists (IPMS) regarding required Government property audits as required by CNATRAINST 4355. Continuous audits of contractor managed Government property will ensure CNATRA complies with DoD Financial Audit Readiness (FIAR) guidelines, and ensure strict accountability of \$500M of Government assets.

- Conducted Local Asset Management System (LAMS)/Support Equipment Management Information System (SERMIS) Interface BETA Testing at Patuxent River, MD. Consolidation of systems will streamline data reporting, provide total asset visibility under one system, automatic update of inventory records, and improve accountability of support equipment assets.

- Prepared and briefed NAVAIR PMA-260 Support Equipment Program leadership regarding stringent TYCOM Support Equipment performance metrics. Commended by PMA 260 leadership for having the best metrics of all TYCOMs, and efforts to ensure strict accountability and management of support equipment.

- Worked closely with CNATRA Detachments, and contractor support equipment, and maintenance managers to identify critical support

equipment in preparation of the FY21 APN-7 meeting with NAVAIR PMA-260 leadership. Emphasis is to identify Support Equipment for future procurement required to support the CNATRA maintenance effort.

- Worked closely with CNATRA Detachments, Contractors and NAVAIR PMA 202 Cartridge Activated Device (CAD) Program office to accomplish CNATRA N4 objective to return and sustain T-6 aircraft to normal ejection seat operations. Planned and coordinated the ordering/delivery of 835 CADs to three different sites, devised maintenance install plans that decreased "SOLO" mode aircraft across CNATRA from 85% to 51%, returned NAS Corpus Christi to "both" mode and 50 percent complete at NAS Whiting Field.

N4 Det. Pensacola

CNATRA N4 detachment Pensacola has been busy with various projects, one of them is the new crane in hangar 1854, the T-6A modification with the Automatic Dependent Surveillance-Broadcast (ADS-B) out, and the testing of T-45 aircrew survival gear with the newly acquired Joint Combined Aircrew Systems Tester (JCAST) test box. The test box has the ability to check masks and valves to ensure proper operation prior to the aircrew strapping into the aircraft for their mission. This involved coordination with PMA-202, FST Oxygen Team, Rufino Gonzalez CNATRA ALSS Class desk, LT Logsdon CTW-6 AMSO and Jackie Hilles our ALSS Quality Assurance Specialist. The JCAST test box is able to accomplish two separate tests, a one-time inspection of the MBU-23 and a 30 day fit test performed

by the aircrew. Each test takes approximately 5 minutes, which will ultimately prevent inadvertent O2 lights during VT-86's NFO training missions.

Bob Organo was recognized as CNATRA N4 Detachment Pensacola Civilian of the Quarter for the second Quarter CY19. He performs facilities duties in addition to his primary duty as AIMD QAS. He has made significant improvements to our buildings here at CTW-6. Most significant accomplishment was the painting on the outside of hangar 3221 where the contractors perform corrosion control on the T-6 and T-45 aircraft. He also spearheaded the removal and replacement of the new crane in hangar 1854; he coordinated the relocation of T-45 maintenance spaces and the Blue Angels aircraft in 3260 to accommodate the installation effort.



Lt. Cmdr. Lozier presents N4 Det. Pensacola Civilian of the (2nd) Quarter Award to Bob Organo.
Photo by Mike Ellis.

DynCorp purchased a FOD Boss and it is making sweeping steps in controlling the never-ending control of FOD on the flight line. The line crew rotates personnel every week and tows the FOD Boss in between flights in addition to their daily FOD walk down to prevent and mitigate FOD that could be detrimental to the T-6 aircraft. Their effort has been noteworthy and



PENSACOLA, Florida Lt. Daniel Logsdon CTW-6 AMSO and Jeff Henderson NAVAIR Aircrew Oxygen Systems performing a one-time inspection on the MBU-23 mask. Photo by Jackie Hillies.

will continue to pay dividends for CTW-6. DynCorp Plane Captain John (JJ) Woods is pictured with the FOD Boss preparing to collect FOD/debris in between launches in support of VT-10's flight OPS.

The FOD Boss is a sweeping success at NASP. Each bucket represents what the FOD Boss collected for July and August.



BELOW: The installation of the new crane in hangar 1854 is complete.



Photos by John Appicelli

N4 Upcoming Events

9-10 OCT T45 PMR

4-8 NOV Joint Quality Council

2-5 DEC TH57 PMR

N4 Team Highlights

The N4 Team enjoyed a beautiful August evening together with the Hooks!



N4 Team building and training. BRAVO ZULO to the N42 section for the awesome and entertaining training provided 29 August 2019!

T45 CLS initial follow-on contract meeting under CMMARS. CMMARS approach and requirements review path forward will be discussed at PMR.

AMMTTeam were onboard NASCC 23-27 September to perform the AIMD AMI Inspection at CTW4.

T6 CLS contract working multiple actions to support initiatives identified during the PMR.

BRAVO ZULU to the multiple members of the N4 Team that coordinated and supported the N4 sponsored MVR fundraiser. Wonderful atmosphere, excellent food and good fun had by all. 🐟



N4 gets together for some team-building bowling at NAS Corpus Christi.



N4 hosted a taco fundraiser Sept. 16.



CNATRA HQ
(and detachments)
Defense
Organizational
Climate Survey is
open until Oct.18.



Pilot for a Day

CORPUS CHRISTI, Texas

Marine Capt. Joe Whittaker, assigned to Training Squadron 35 at NAS Corpus Christi, gives Alessandra "Ale" Alaniz an American flag patch during her Pilot for a Day (PFAD) visit to the squadron, Sept. 18. Ale is the 100th child to participate in the program, a near-monthly program that allows a patient from Driscoll Children's Hospital in Corpus Christi the opportunity to see and feel what it's like to be a pilot for a day. *U.S. Navy photo by Anne Owens*

State And Local Governments Continue To Be Favorite Targets Of Cyberattacks

Ransomware continues to threaten local governments around the country and there is no end in sight. In mid-August, coordinated ransomware attacks struck local governments in 23 Texas towns. Texas is not alone as ransomware attacks this year also hit state and local governmental entities in Florida, Georgia, Indiana, Louisiana and Maryland.

Once ransomware is installed, the data is “locked up” by the attacker until a ransom is paid, usually in bitcoin. In many cases, data owners are unable to unlock their data, and even law enforcement and the FBI may be unable to unlock the data without paying the ransom and obtaining the decryption key from the attackers. Even if the data owner pays the ransom, there is no guarantee that the files will be unencrypted or recovered. And even if the data is recovered, attackers often leave software in the system that allows them to perform additional attacks. In many cases, ransomware causes significant damage to the data owner’s computer and network systems.

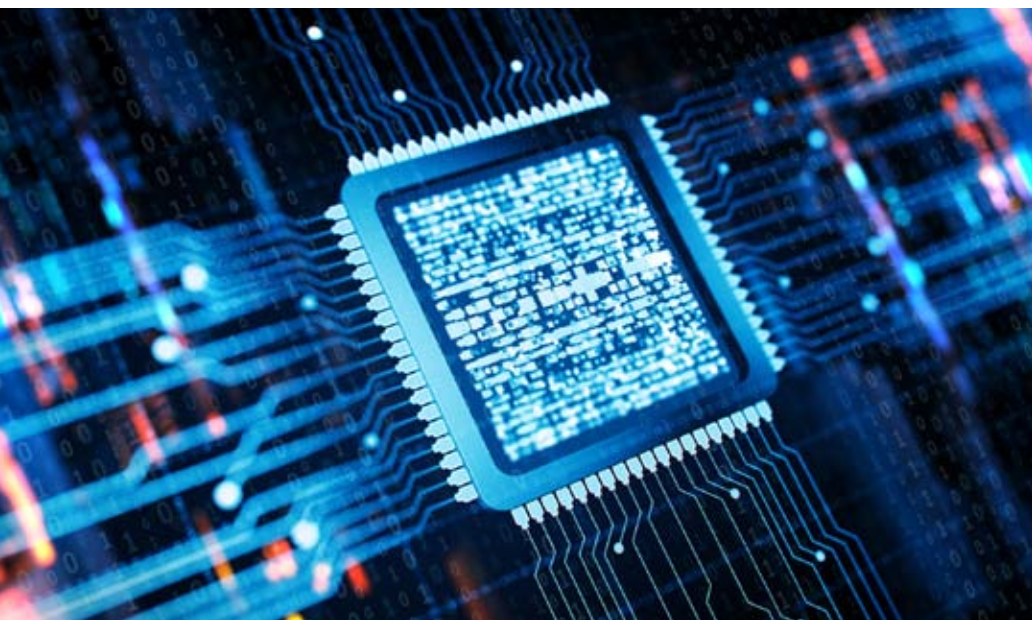
Ransomware attacks have increased over 100% in the first quarter of 2019 compared to that same period in 2018. The average ransom payment during this period was approximately \$225,000. The ransom paid to these attackers does not account for the expense to data owners for the period of time in which their data is inaccessible, which is frequently an expense that is many times that of the ransom itself. The amount paid in ransom also does not account for the expense, time, or resources needed to purge, repair, or replace damaged hardware and software. The City of Baltimore was reported to have approved \$10 million to pay for recovery following a ransomware attack, after the city reportedly refused to pay a \$76,000 ransom. Additionally, the City of Atlanta is reported to have paid some \$18 million to recover after refusing to pay a ransom demand. Not only does the data owner need protection against ransomware cyberattacks, but the data owner must exercise extreme caution in using third-party entities who advertise they can break the ransomware code and “unlock”

the encrypted data for a fee. In one recent instance, a third-party entity contacted the ransomware hacker and paid the ransom in order to receive the decryption key. After doing so, the third-party entity then charged the victim for the cost of the ransom plus an additional fee. The increasing number of ransomware attacks is not expected to diminish anytime soon and the attacks are only expected to get worse.



Phishing Campaign Targets Taxpayers to Deliver Amadey Botnet

A phishing campaign that delivers Amadey botnet malware is targeting US taxpayers. The campaign involves sending an email that appears to be from the Internal Revenue Service. It reads that the receiver is eligible for a tax refund and gives them a one-time username and password. When the victim clicks on the ‘Login Right Here’ button, they’re redirected to a fake IRS portal after entering the credentials provided in the email. This portal asks the user to download a file, sign it, and then mail it back or upload it in the portal to receive the tax refund. The file contains a Visual Basic Script dropper and downloading it allows the Amadey Botnet to install itself. This malware achieves persistence by lodging itself in the Windows Registry. It then contacts its command-and-control server.



**CANADIAN FORCES BASE
GREENWOOD, Nova Scotia**

Aviation Electronics Technician 2nd Class Sam Purucker, crew chief for Blue Angel #6, of the Navy Flight Demonstration Squadron, the Blue Angels, awaits a signal from Blue Angel #1's crew chief to descend the ladder prior to a demonstration in Nova Scotia, Canada. The Blue Angels performed at Air Show Atlantic Saturday and Sunday, two of the 61 demonstrations at 33 show sites in 2019. U.S. Navy photo by Chief Mass Communication Specialist Chad V. Pritt





N7 MISSION:



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

Instructional Systems Design in the NATRACOM

The NAVEDTRA 134 Navy Instructor Manual Chapter 4's topic is the Principles of Learning. Of particular interest to us is how can we make training more effective? What can we do to improve our training? We discuss various approaches in this edition of the communicator.

Last Issue we discussed how students could learn more effectively. This edition we review the information on processing and retention of information.

Learning can be compared to using a file cabinet. Students select information important enough to be saved and file it with related information for future use. To better understand this, you as an instructor need to know how students learn and process information.

Information Processing: Learning involves processing information, then storing it in an easily accessible location. Figure 4-1 illustrates how we process information in the brain. After something has gained our attention or someone has brought our attention to it we begin processing the information.

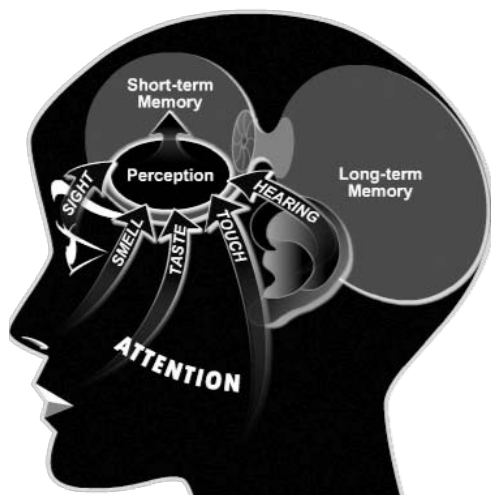


Figure 4-1: Information Processing

Attention: The first step in processing information is attention. Something must first capture our attention in order for us to learn it. Example: PO2 Kestler shows

Seaman Turner some corrosion on a hatch. "See this corrosion, Turner? Today you're going to learn how to get rid of it." Although Turner had not noticed the corrosion before, this statement grabs Turner's attention.

Perception: After something has gained our attention or someone has brought our attention to it we begin processing the information. Perception is the stage at which we determine whether the information is of value to us. If we perceive that it has no value, we ignore the information. How we perceive is colored by a number of factors, including: our own expectations, previous knowledge, life experiences, and our personality. Example: Turner perceives that this is something he needs to learn because he might need to know it later on the job.

SHORT-TERM MEMORY

Short-term memory is temporary storage, or "working" memory. It is often compared to computer RAM. Theorists believe the duration of information in short-term memory is somewhere between 5 and twenty seconds.

If we want to retain information, we begin to encode it for storage in long-term memory. Encoding often involves trying to make sense of the new information by relating it to what we already know.

If we do not continue processing the information, it will fade away and be replaced with new information. For example: Turner and Kestler don protective gear, and Kestler picks up an odd-looking tube, saying, "This is a needle gun." Because Turner has perceived that this is important information, this term goes into Turner's short-term memory.

LONG-TERM MEMORY

Long-term memory provides permanent storage of learned information. We seem to have an unlimited capacity to store information. However, retrieving it from long-term memory so that we can use it is

sometimes a problem.

The ease with which we access information in long-term memory depends very much on how it was stored. Consider the filing cabinet. If you file by just throwing all your papers randomly in a drawer, you will have a hard time finding them later. If you file papers with related ones, you can find them more easily. For example: Kestler asks, "Have you ever seen someone using a jackhammer?" Turner nods affirmatively. "Well, the needle gun works in much the same way." Kestler then demonstrates. Kestler's comparison enables Turner to make a mental connection between the needle gun, which is unfamiliar, and jackhammers, which are familiar. This association will help Turner store the information in long-term memory in such a way that he can easily remember it.

N7 Word of the Day:

Memory is the faculty of the brain by which data or information is encoded, stored, and retrieved when needed. It is the retention of information over time for the purpose of influencing future action. If past events could not be remembered, it would be impossible for language, relationships, or personal identity to develop. Memory loss is usually described as forgetfulness or amnesia.

Memory is often understood as an informational processing system with explicit and implicit functioning that is made up of a sensory processor, short-term (or working) memory, and long-term memory. This can be related to the neuron. The sensory processor allows information from the outside world to be sensed in the form of chemical and physical stimuli and attended to various levels of focus and intent. Working memory serves as an encoding and retrieval processor. Information in the form of stimuli is encoded in accordance with explicit or implicit functions by the working memory processor. The working memory also retrieves information from previously stored material. Finally, the function of long-term memory is to store data through various categorical models or systems.

A Learning Organization

The Fifth Discipline: The Art and Practice of the Learning Organization (Senge 1990) is a book by Peter Senge (a senior lecturer at MIT) focusing on group problem solving using the systems thinking method in order to convert companies into learning organizations. There

are 11 laws of the Fifth Disciplinē.

1. Today's problems come from yesterday's "solutions."
2. The harder you push, the harder the system pushes back.
3. Behavior grows better before it grows worse.
4. The easy way out usually leads back in.
5. The cure can be worse than the disease.
6. Faster is slower.
7. Cause and effect are not closely related in time and space.
8. Small changes can produce big results...but the areas of highest leverage are often the least obvious.
9. You can have your cake and eat it too ---but not all at once.
10. Dividing an elephant in half does not produce two small elephants.
11. There is no blame.

Law #2 says "The harder you push the hard the system pushes back. In discussing Law #2 Senge says:

In George Orwell's *Animal Farm*, the horse Boxer always had the same answer to any difficulty: "I will work harder," he said. At first, his well-intentioned diligence inspired everyone, but gradually, his hard work began to backfire in subtle ways. The harder he worked, the more work there was to do. What he didn't know was that the pigs who managed the farm were actually manipulating them all for their own profit. Boxer's diligence actually helped to keep the other animals from seeing what the pigs were doing. Systems thinking has a name for this phenomenon: "Compensating feedback": when well-intentioned interventions call forth responses from the system that offset the benefits of the intervention. We all know what it feels like to be facing compensating feedback—the harder you push, the harder the system pushes back; the more effort you expend trying to improve matters, the more effort seems to be required.

Many companies experience compensating feedback when one of their products suddenly starts to lose its attractiveness in the market. They push for more aggressive marketing; that's what always worked in the past, isn't it? They spend more on advertising, and drop the price; these methods may bring customers back temporarily, but they also draw money away from the company, so it cuts corners to compensate. The quality of its service (say, its delivery speed or care in

inspection) starts to decline. In the long run, the more fervently the company markets, the more customers it loses.

Pushing harder, whether through an increasingly aggressive intervention or through increasingly stressful withholding of natural instincts, is exhausting. Yet, as individuals and organizations, we not only get drawn into compensating feedback, we often glorify the suffering that ensues. When our initial efforts fail to produce lasting improvements, we “push harder”—faithful, as was Boxer, to the creed that hard work will overcome all obstacles, all the while blinding ourselves to how we are contributing to the obstacles ourselves.

Shipmates in the Spotlight

CONGRATULATIONS! The below individuals were presented with a Monetary Award for their outstanding contributions.

CONGRATULATIONS! The following individuals were presented with a Time Off Award for their outstanding contributions.



Capt. Steve Hnatt presents an award to Kenneth Thompson.



Capt. Steve Hnatt presents an award to Phil Stewart.



Capt. Steve Hnatt presents an award to John Lewis.



Capt. Steve Hnatt presents an award to Pam Temple.



Capt. Steve Hnatt presents an award to Richard Stewart.

Congratulations, Phil Stewart!

On your new position as Instructional Systems Specialist (GS 1750). Mr. Stewart is joining the N71 Pipeline Training Officer shop to augment their Subject Matters Expertise with Instructional Systems Design expertise. The 1750 series is a professional positions the duties of which are to administer, supervise, advise on, design, develop, or provide educational or training services in formal education or training programs. The work requires knowledge of learning theory and the principles, methods, practices and techniques of one or more specialties of the instructional systems field. We think, with all of the innovations we are working on, you will be very busy.



Congratulations, Ruth Patterson!

Received 35 Year pin for service
to the government.



The CNATRA ombudsman is available to all military personnel and their families as a confidential source of information and referrals. Please contact your ombudsman, Anne Owens, at (252) 714-7724 (call or text) or cnatraombudsman@gmail.com with any questions or needs.

NAVAL AIR STATION WHITING FIELD, Fla. Naval aviators from Training Squadron (VT) 2 taxi out for a training flight in two T-6B Texan II single-engine turboprop aircraft at Naval Air Station Whiting Field, Fla., April 1. U.S. Navy photo by Lt. Michelle Tucker.

CNATRA NOTICE 1542 TEST PILOT SCHOOL T-6B CURRICULUM

Note was signed 6 Sep 2019. This syllabus is designed to provide Test Pilot School candidates with the initial ground, simulator, and flight training required for completion of an initial T-6B Naval Air Training Operating Procedures Standardization (NATOPS) qualification.



NATIONAL DISABILITY EMPLOYMENT AWARENESS MONTH • OCTOBER

DON'T SET
LIMITS ON
UNLIMITED
POTENTIAL



DULLES, Va. Lt. Connor Lennard, an instructor pilot assigned to Training Squadron 6 at Naval Air Station Whiting Field, shows a boy and his family a T-6B Texan II during the Dulles Day Plane Pull event at Dulles International Airport, Sept. 13.



Training Squadron 6 Receives CNATRA, CNO Awards

By Lt. Andrew Herring, VT-6

Commodore, Training Air Wing (TW) 5 Capt. Douglas W. Rosa presented Training Squadron (VT) 6 with the 2018 Chief of Naval Air Training (CNATRA) Training Excellence Award, July 31.

In fiscal year 2018, VT-6 surpassed all other VT production, as well as the fiscal year production goal by producing 207 student naval aviators of unmatched quality and professionalism, well above the requirement of 167. VT-6 led the charge with regard to production among all Primary flight training squadrons within the Naval Air Training Command (NATRACOM) for 2018 with 20,814 flight hours and 9,867 syllabus events. This was all despite a number of hurdles, including low aircraft availability as well as diminished staffing towards year's end.

"This performance is a testament to the professionalism, ingenuity, and unwavering dedication of the VT-6 instructor cadre and civilian support staff who are proud to

call themselves Shooters," said Marine Lt. Col. John J. James, VT-6 commanding officer.

During the same month, VT-6 was also presented with the Chief of Naval Operations (CNO) Aviation Safety Award. VT-6 achieved an outstanding safety record in the execution of its demanding mission to instruct student naval aviators in the T-6B Texan II, all while producing

41 more Primary completers than assigned. A top down focus on safety and operational risk management practices has created a safety-first command climate, which resulted in the squadron's safety department receiving a grade of "Outstanding" with zero discrepancies noted during the most recent Chief of Naval Air Training (CNATRA) Training, Standardization, and Safety Evaluation. 🇺🇸



MILTON, Fla. Capt. Douglas W. Rosa, center, presents the current VT-6 Operations Officer (OPSO) Marine Maj. Nicholas Lewis, right, and the previous OPSO Lt. Cmdr. Sven Chrisman, left, with the CNATRA Training Excellence Award, during an all-staff meeting in the VT-6 Wormhole.

Training Squadron SIX (VT-6) and NASWF Say Goodbye to a Piece of Base History

By Lt. Andrew Herring, VT-6

At the beginning of September 2019, NAS Whiting Field's final squadron line shack saw its last Student Naval Aviator (SNA) walk through its doors.

The building, which has been in continuous use by Training Squadron (VT) 6 since 1960, has been the location where thousands of SNAs, spanning more than half a century, have come to brief and debrief their training flights while assigned to

Primary Flight Training. The closure, and subsequent demolition, of the VT-6 line shack comes as the result of the opening of the brand new Fixed Wing Operations Center (FWOC) only 50 yards further down the flight line. The FWOC, is the new home to all three Primary squadrons stationed at NASWF. Previously, VT-2 and VT-3, had their own separate line shacks identical to VT-6's, which were also torn down several years ago to make

room on the flight line for the new T-6B paraloft. The VT-6 Line Shack is currently in the process of being demolished throughout the remainder of September.



MILTON, Fla. The VT-6 line shack as it looked the week prior to its closure at the end of August 2019. U.S. Navy photo by Lt. Andrew Herring.

USO SOUTH TEXAS PRESENTS



The USO “Big Show” is Back!

**The songs you love performed live in concert by the
official USO Show Troupe.**

Date: Saturday, October 5, 2019
Location: NAS Corpus Christi - Catalina Club
Club Opens: 6:30 pm
Show Starts: 7:00 pm

This show is **FREE** to Anyone with Base Access
Contact USO South Texas for more Information
info@usosouthtexas.org
361-961-2391

*** beverages will be available for purchase***

Active Duty enter to win a \$500 Southwest Airlines Gift Card!
MUST BE PRESENT TO WIN



Job Club Career Network

**For Veterans, Servicemembers,
Reserve/Guard and all Spouses**

What is the Job Club Career Network? This is an opportunity to meet trades and business professionals of the community—including employers, career assistance advisors, human resource professionals, employed veterans, and other job seekers like you in an informal and unintimidating social environment. New business owners & other community members will be invited to attend each Job Club Career Network session allowing job seekers the opportunity mingle and get to know new people each session.

When: Every 1st and 3rd Tuesday of 2019: (Oct. 1st & 15th, Nov. 5th & 19th, and Dec. 3rd & 17th)

Time: 6pm—7:30pm

Where: Center for Economic Development - Del Mar College (Room 141) 3209 South Staples Street, Corpus Christi TX 78411

Cost: FREE

Who: Veterans, Active Duty Service Members, Guard & Reserve Members, & All Military Spouses

If you are a business owner, employer, HR recruiter, veteran service organization, or other member of the community that would like to join the network to offer your assistance or resources, please contact:

Gina Bohnert

Phone: (361) 290-5924

Email: gina.bohnert@twc.state.tx.us